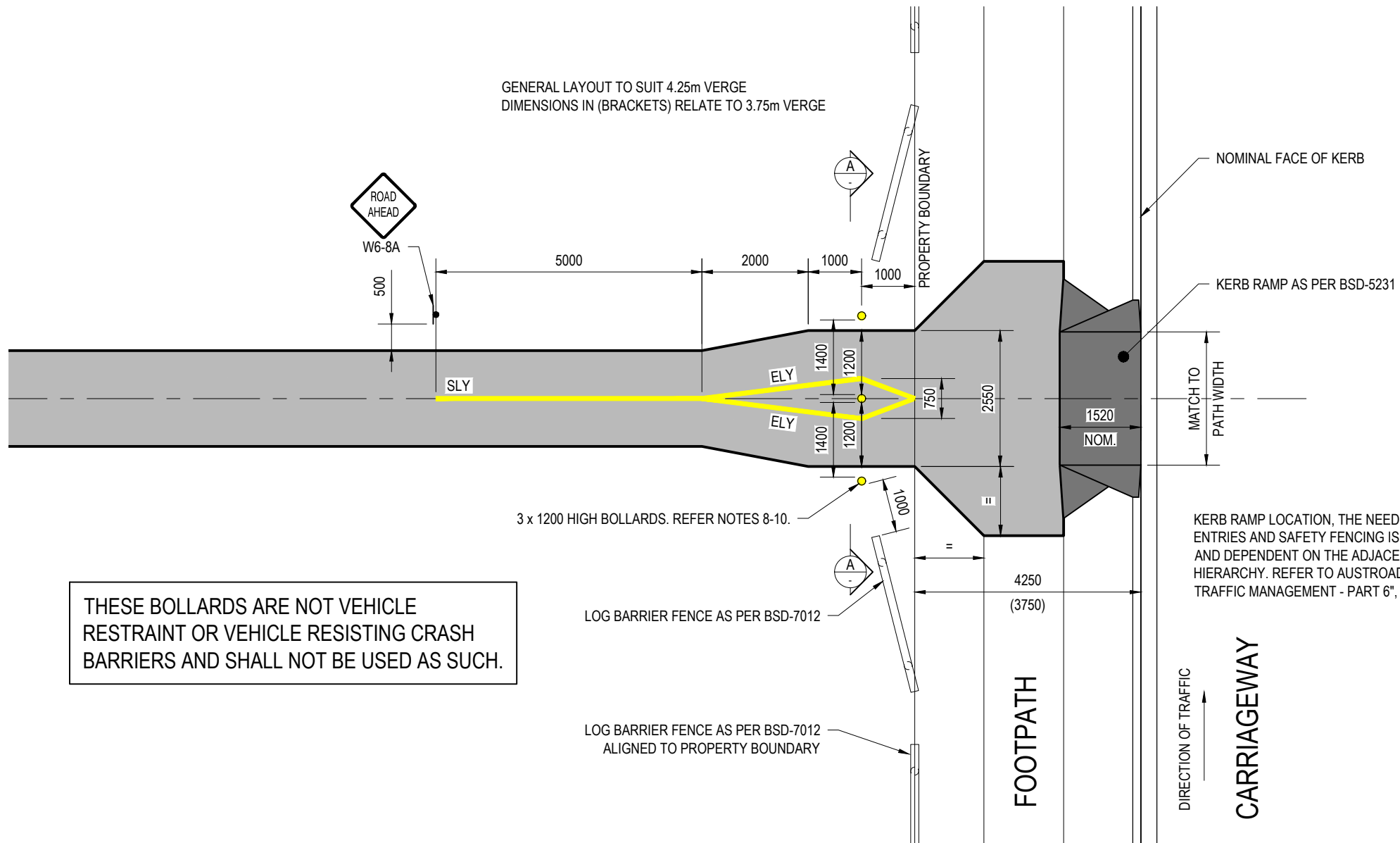


GENERAL LAYOUT TO SUIT 4.25m VERGE
DIMENSIONS IN (BRACKETS) RELATE TO 3.75m VERGE



LEGEND - PAVEMENT MARKING

- YELLOW (Y13 VIVID YELLOW)(REFER NOTE 2)
- COLOURED CONCRETE RAMP (REFER NOTE 4)
- PLAIN, UN-PAINTED CONCRETE SURFACE
- SLY SEPARATION LINE - UNBROKEN (100mm, YELLOW)
- ELY EDGE LINE (100mm, YELLOW)

GENERAL NOTES

1. ALL DIMENSIONS ARE TO NOMINAL FACE OF KERB.
2. NON-SLIP SURFACE TREATMENT TO BICYCLE AREAS TO BE IN ACCORDANCE WITH COUNCIL REFERENCE SPECIFICATION S155, TABLE 4.2, TYPE 2. PAVEMENT TREATMENT TO BE APPLIED BEFORE FINAL PAVEMENT MARKING.
3. NON-SLIP SURFACE TREATMENT AREAS ARE TO BE CERTIFIED BY A NATA CERTIFIED TESTING FACILITY TO ENSURE COMPLIANCE WITH NOTE 2.
4. RAMP CONCRETE TO BE FULL DEPTH COLOURED CONCRETE. COLOUR TO BE CONCRETE COLOUR SYSTEMS "VOODOO" OR APPROVED EQUIVALENT.
5. SIGNS TO BE INSTALLED AS SHOWN AND AS PER THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
6. SIGN FOOTINGS ARE TO BE AS PER BSD-5003.
7. ALL DIMENSIONS TO BOLLARDS ARE TO THE FACE OF THE BOLLARD.
8. BOLLARDS ARE TO BE MINIMUM 1200mm HIGH x 150mm DIAMETER OR APPROVED EQUIVALENT.
9. BOLLARDS USED TO PROTECT COUNCIL INFRASTRUCTURE (eg BRIDGES, RETAINING WALLS) ARE TO BE RIGID. ACCESS RESTRICTION BOLLARDS MAY BE ENERGY ABSORBING AS APPROVED BY COUNCIL.
10. RIGID BOLLARDS ARE TO BE MANUFACTURED AND INSTALLED AS PER BSD-5002, SHEET 2 OF 3. CENTRAL BOLLARDS ARE TO BE REMOVABLE WHERE REQUIRED FOR MAINTENANCE ACCESS. REMOVABLE BOLLARDS ARE TO BE ALUMINIUM FOR EASE OF LIFTING. NON-REMOVABLE BOLLARDS ARE TO BE STEEL.
11. CLEARANCE TO UNDERSIDE OF SIGNS TO BE 2.0 METRES WHERE OFFSET FROM PATH AS SHOWN, EXCEPT FOR HAZARD MARKERS UNLESS NOTED OTHERWISE.
11. ALL CONCRETE IS TO BE AS PER BSD-5208.

THESE BOLLARDS ARE NOT VEHICLE RESTRAINT OR VEHICLE RESISTING CRASH BARRIERS AND SHALL NOT BE USED AS SUCH.

3 x 1200 HIGH BOLLARDS. REFER NOTES 8-10.

LOG BARRIER FENCE AS PER BSD-7012

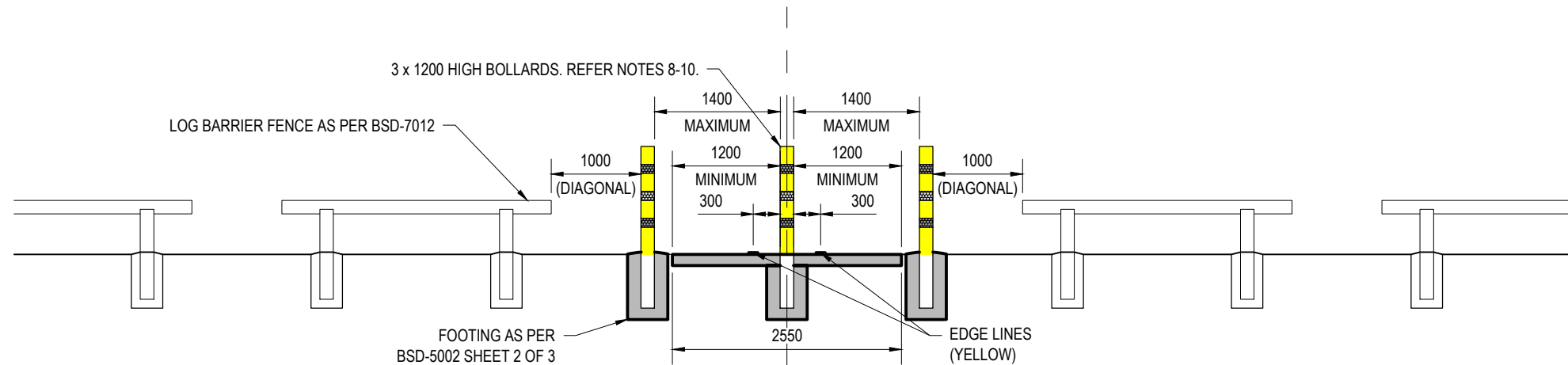
LOG BARRIER FENCE AS PER BSD-7012
ALIGNED TO PROPERTY BOUNDARY

KERB RAMP LOCATION, THE NEED FOR OFFSET ENTRIES AND SAFETY FENCING IS SITE SPECIFIC AND DEPENDENT ON THE ADJACENT ROAD HIERARCHY. REFER TO AUSTRROADS "GUIDE TO TRAFFIC MANAGEMENT - PART 6", SECTION 8.

DIRECTION OF TRAFFIC
CARRIAGEWAY

3 x 1200 HIGH BOLLARDS. REFER NOTES 8-10.

LOG BARRIER FENCE AS PER BSD-7012



SECTION A
SCALE NTS

SPECIFIC NOTES

1. BASIC ENTRANCE TREATMENT SUITABLE ONLY FOR PEDESTRIAN PATHS AND LOCAL CYCLE ROUTES, WITH LOW CYCLIST VOLUMES.
2. FOR FURTHER GUIDANCE REFER TO COUNCIL'S ASSET OWNER FOR ACTIVE TRANSPORT.
3. DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE.

DESIGN CERTIFICATION

DESIGNED	CHECKED	AUTHORISED FOR ISSUE
Chris Salmon 07.03.2018		

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
D	Bollard Options Added	Feb '18	Feb '18	Feb '18
C	Deflection Rails Removed From Service - Option 1 Removed	Jan '17	Jan '17	Jan '17
B	Drawing Title Amended, Notes Amended	Feb '16	Feb '16	Feb '16
A	Drawing Converted from UMS Series April 2014	Apr '14	Apr '14	Apr '14

DRAWING AUTHORISED FOR PUBLICATION

PRINCIPAL ENGINEER
STRATEGIC ASSET MANAGEMENT PLANNING
DESIGN APPROVED

MANAGER
TRANSPORT, PLANNING & STRATEGY

DESIGN	C.I.S.	DATE
DESIGN	C.I.S.	Sept '17
DRAWN	C.I.S.	DATE
CHECKED	A.J.W.	DATE
DRAWING FILENAME	BSD-5002 SHEET 1 OF 3.dwg	
ASSOCIATED PLANS	SUPERSEDES BSD-5002	



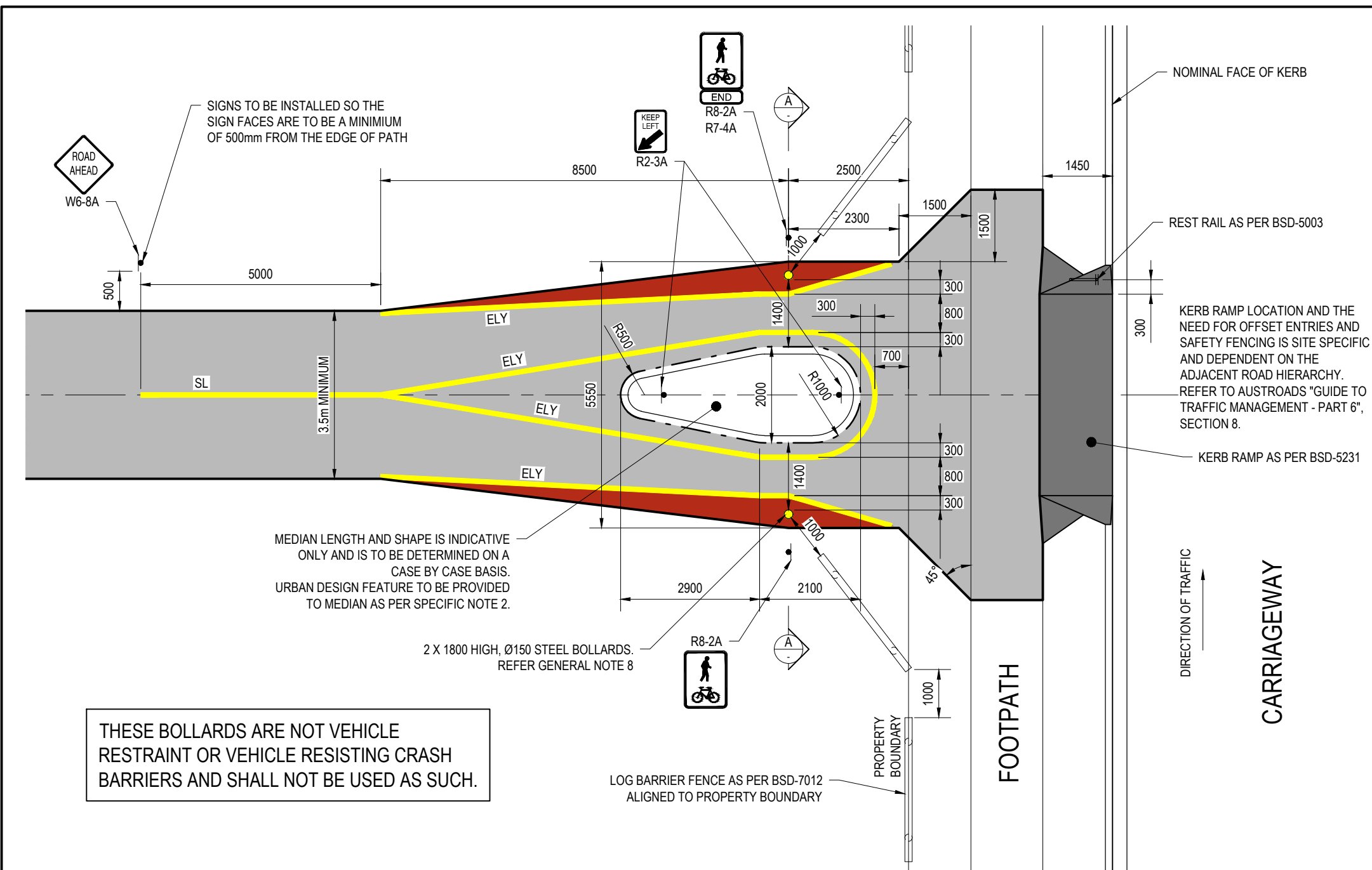
BRISBANE CITY COUNCIL STANDARD DRAWING

SHARED PATH BASIC ENTRANCE SHEET 1 OF 3

SCALE: NOT TO SCALE

DWG No: **BSD-5002**

ORIGINAL SIZE: A3 REVISION: D

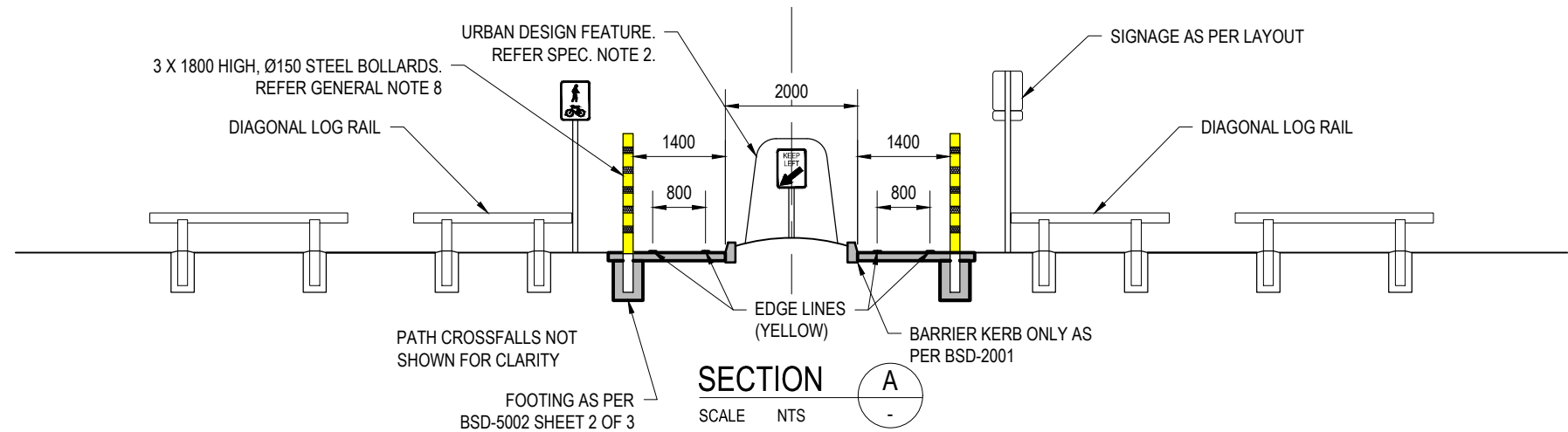


- ### LEGEND - PAVEMENT MARKING
- YELLOW (Y13 VIVID YELLOW)(REFER GENERAL NOTE 2)
 - RED (R13 SIGNAL RED)(REFER GENERAL NOTE 2)
 - COLOURED CONCRETE RAMP (REFER GENERAL NOTE 4)
 - PLAIN, UN-PAINTED CONCRETE SURFACE(REFER GENERAL NOTE 11)
 - SL SEPERATION LINE - UNBROKEN (100mm, WHITE)
 - ELY EDGE LINE (100mm, YELLOW)

- ### GENERAL NOTES
1. ALL DIMENSIONS ARE TO NOMINAL FACE OF KERB.
 2. NON-SLIP SURFACE TREATMENT TO BICYCLE AREAS TO BE IN ACCORDANCE WITH COUNCIL REFERENCE SPECIFICATION S155, TABLE 4.2, TYPE 2. PAVEMENT TREATMENT TO BE APPLIED BEFORE FINAL PAVEMENT MARKING.
 3. NON-SLIP SURFACE TREATMENT AREAS ARE TO BE CERTIFIED BY A NATA CERTIFIED TESTING FACILITY TO ENSURE COMPLIANCE WITH NOTE 2.
 4. RAMP CONCRETE TO BE FULL DEPTH COLOURED CONCRETE. COLOUR TO BE CONCRETE COLOUR SYSTEMS "VOODOO" OR APPROVED EQUIVALENT.
 5. SIGNS TO BE INSTALLED AS SHOWN AND AS PER THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
 6. SIGN FOOTINGS ARE TO BE AS PER BSD-5003.
 7. ALL DIMENSIONS TO BOLLARDS ARE TO THE FACE OF THE BOLLARD.
 8. BOLLARDS ARE TO BE MANUFACTURED AND INSTALLED AS PER BSD-5002 SHEET 2 OF 3. CENTRAL BOLLARDS ARE TO BE REMOVABLE WHERE REQUIRED FOR MAINTENANCE ACCESS. REMOVABLE BOLLARDS ARE TO BE ALUMINIUM FOR EASE OF LIFTING. NON-REMOVABLE BOLLARDS ARE TO BE STEEL.
 9. CLEARANCE TO UNDERSIDE OF SIGNS TO BE 2.0 METRES EXCEPT FOR HAZARD MARKERS UNLESS NOTED OTHERWISE.
 11. ALL CONCRETE IS TO BE AS PER BSD-5208.

- ### SPECIFIC NOTES
1. THIS DETAIL IS TO BE USED AS A GUIDE FOR HIGH VOLUME SHARED PATHS AND SEGREGATED BIKEWAYS. INDIVIDUAL SITES ARE TO BE ASSESSED FOR THEIR SUITABILITY FOR THIS DESIGN. THE FINAL DESIGN IS TO BE APPROVED BY A BRISBANE CITY COUNCIL DELEGATE.
 2. RAISED URBAN DESIGN FEATURE (E.G. VEGETATION, ARTWORK, BESPOKE SIGN) TO BE DESIGNED BY QUALIFIED LANDSCAPE ARCHITECT. APPROVAL OF URBAN DESIGN FEATURE FROM COUNCIL'S ASSET OWNER FOR ACTIVE TRANSPORT IS REQUIRED PRIOR TO DESIGN.
 3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH BSD-5208.
 4. BOLLARDS ARE NOT TO BE INSTALLED ON CURVES.
 5. FOR FURTHER GUIDANCE REFER TO COUNCIL'S ASSET OWNER FOR ACTIVE TRANSPORT.
 6. DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE.

THESE BOLLARDS ARE NOT VEHICLE RESTRAINT OR VEHICLE RESISTING CRASH BARRIERS AND SHALL NOT BE USED AS SUCH.



DESIGN CERTIFICATION		
DESIGNED	CHECKED	AUTHORISED FOR ISSUE
Chris Salmon 07.03.2018		

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
D	Bollard Options Added	Feb '18	Feb '18	Feb '18
C	Deflection Rails Removed From Service - Option 1 Removed	Jan '17	Jan '17	Jan '17
B	Drawing Title Amended, Notes Amended	Feb '16	Feb '16	Feb '16
A	Drawing Converted from UMS Series April 2014	Apr '14	Apr '14	Apr '14

DRAWING AUTHORISED FOR PUBLICATION			
DESIGN	C.I.S.	DATE	Feb '18
DRAWN	C.I.S.	DATE	Feb '18
CHECKED	L.S.	DATE	Feb '18
DRAWING FILENAME	BSD-5002 SHEET 3 OF 3.dwg		
ASSOCIATED PLANS	SUPERSEDES BSD-5002		

BRISBANE CITY COUNCIL STANDARD DRAWING

SHARED/SEGREGATED PATH FEATURED ENTRANCE

SHEET 3 OF 3

SCALE		NOT TO SCALE
DWG No.		BSD-5002
ORIGINAL SIZE	REVISION	
A3	D	

LEGEND - PAVEMENT MARKING

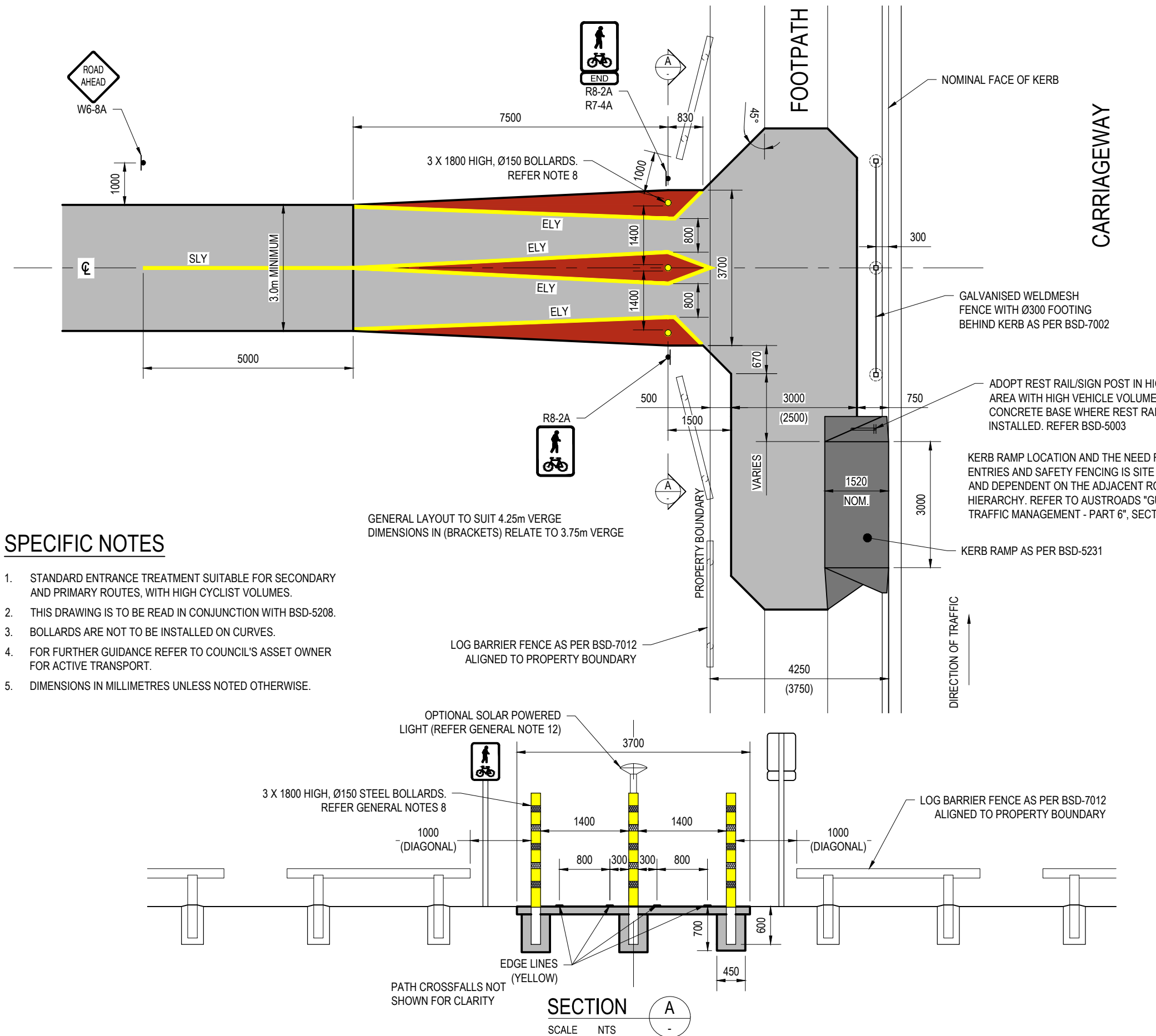
- YELLOW (Y13 VIVID YELLOW)(REFER GENERAL NOTE 2)
- RED (R13 SIGNAL RED)(REFER GENERAL NOTE 2)
- COLOURED CONCRETE RAMP (REFER GENERAL NOTE 4)
- PLAIN, UN-PAINTED CONCRETE SURFACE (REFER GENERAL NOTE 13)
- SLY SEPARATION LINE - UNBROKEN (100mm, YELLOW)
- ELY EDGE LINE (100mm, YELLOW)

GENERAL NOTES

1. ALL DIMENSIONS ARE TO NOMINAL FACE OF KERB.
2. NON-SLIP SURFACE TREATMENT TO BICYCLE AREAS TO BE IN ACCORDANCE WITH COUNCIL REFERENCE SPECIFICATION S155, TABLE 4.2, TYPE 2. PAVEMENT TREATMENT TO BE APPLIED BEFORE FINAL PAVEMENT MARKING.
3. NON-SLIP SURFACE TREATMENT AREAS ARE TO BE CERTIFIED BY A NATA CERTIFIED TESTING FACILITY TO ENSURE COMPLIANCE WITH NOTE 2.
4. RAMP CONCRETE TO BE FULL DEPTH COLOURED CONCRETE. COLOUR TO BE CONCRETE COLOUR SYSTEMS "WOODOO" OR APPROVED EQUIVALENT.
5. SIGNS TO BE INSTALLED AS SHOWN AND AS PER THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
6. SIGN FOOTINGS ARE TO BE AS PER BSD-5003.
7. ALL DIMENSIONS TO BOLLARDS ARE TO THE FACE OF THE BOLLARD.
8. BOLLARDS ARE TO BE INSTALLED AS SHOWN ON SECTION 'A'. CENTRAL BOLLARDS ARE TO BE REMOVABLE WHERE REQUIRED FOR MAINTENANCE ACCESS. REMOVABLE BOLLARDS ARE TO BE ALUMINIUM FOR EASE OF LIFTING. NON-REMOVABLE BOLLARDS ARE TO BE STEEL.
9. STEEL BOLLARDS ARE TO BE DN 150mm MEDIUM DUTY WITH A 10mm THICK PLATE CAP, HOT DIPPED GALVANISED, POWDER COATED IN BCC CORPORATE COLOUR PALETTE "YELLOW 5" (AS 2700-1996 "Y11 CANARY YELLOW" EQUIV.).
10. REFLECTIVE TAPE TO BOLLARDS IS TO BE ALTERNATE BANDS OF 100mm WIDE RED AND WHITE CLASS 1A RETROREFLECTIVE TAPE. THREE BANDS OF RED AND TWO BANDS OF WHITE WITH 200mm GAPS BETWEEN BANDS STARTING 300mm ABOVE GROUND.
11. CLEARANCE TO UNDERSIDE OF SIGNS TO BE 2.0 METRES EXCEPT FOR HAZARD MARKERS UNLESS NOTED OTHERWISE.
12. SOLAR POWERED LIGHT WITH OR WITHOUT DOWN REFLECTOR TO SPILL LIGHT OVER BOLLARD. AVAILABLE FROM ORCA SOLAR LIGHTING, CONTACT NUMBER 1300 760 778. LIGHTS TO ONLY BE PROVIDED TO 1800mm HIGH BOLLARDS.
13. ALL CONCRETE IS TO BE AS PER BSD-5208.

THESE BOLLARDS ARE NOT VEHICLE RESTRAINT OR VEHICLE RESISTING CRASH BARRIERS AND SHALL NOT BE USED AS SUCH.

DESIGN CERTIFICATION		
DESIGNED	CHECKED	AUTHORISED FOR ISSUE
Chris Salmon 07.03.2018		



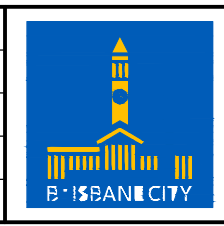
SPECIFIC NOTES

1. STANDARD ENTRANCE TREATMENT SUITABLE FOR SECONDARY AND PRIMARY ROUTES, WITH HIGH CYCLIST VOLUMES.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH BSD-5208.
3. BOLLARDS ARE NOT TO BE INSTALLED ON CURVES.
4. FOR FURTHER GUIDANCE REFER TO COUNCIL'S ASSET OWNER FOR ACTIVE TRANSPORT.
5. DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE.

GENERAL LAYOUT TO SUIT 4.25m VERGE
DIMENSIONS IN (BRACKETS) RELATE TO 3.75m VERGE

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
D	Bollard Options Added	Feb '18	Feb '18	Feb '18
C	Deflection Rails Removed From Service - Option 1 Removed	Jan '17	Jan '17	Jan '17
B	Drawing Title Amended, Notes Amended	Feb '16	Feb '16	Feb '16
A	Drawing Converted from UMS Series April 2014	Apr '14	Apr '14	Apr '14

DRAWING AUTHORISED FOR PUBLICATION			
	DESIGN	C.I.S.	DATE
PRINCIPAL ENGINEER STRATEGIC ASSET MANAGEMENT PLANNING DESIGN APPROVED	DRAWN	C.I.S.	DATE
MANAGER TRANSPORT, PLANNING & STRATEGY	CHECKED	L.S.	DATE
	DRAWING FILENAME	BSD-5002 SHEET 2 OF 3.dwg	
	ASSOCIATED PLANS	SUPERSEDES BSD-5002	



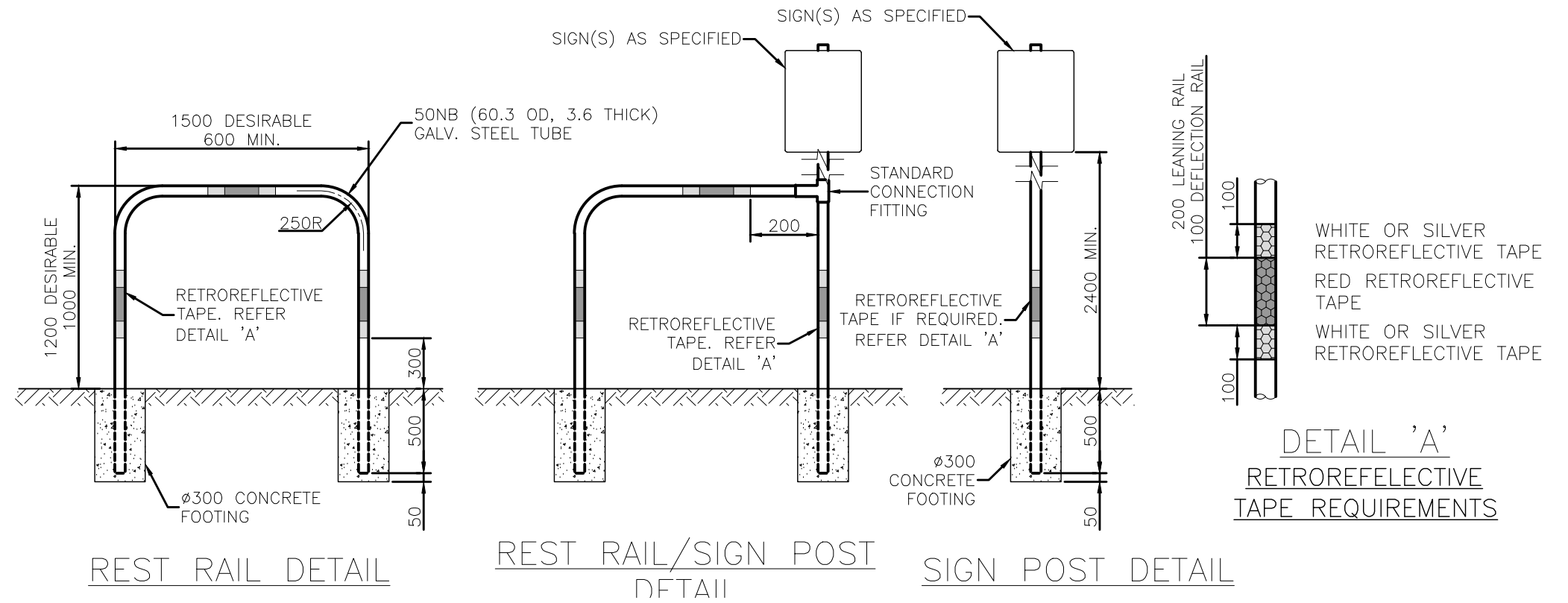
BRISBANE CITY COUNCIL STANDARD DRAWING

SHARED PATH STANDARD ENTRANCE SHEET 2 OF 3

SCALE: NOT TO SCALE
DWG No: **BSD-5002**
ORIGINAL SIZE: A3 REVISION: D

NOTES:

1. CONCRETE FOOTING TO BE GRADE N25 TO AS3600.
2. GALVANISED STEEL TUBE TO BE IN ACCORDANCE WITH AS/NZS1163.
3. GALVANISED STEEL ON DEFLECTION RAIL TO BE POWDERCOATED IN BCC CORPORATE COLOUR PALETTE "YELLOW 5" (AS2700-1996 "Y11 CANARY YELLOW" EQUIV.). PREHEAT TUBE BEFORE COATING
4. GALVANISED STEEL ON DEFLECTION RAIL TO BE POWDERCOATED IN BCC CORPORATE COLOUR PALETTE "YELLOW 5" (AS2700-1996 "Y11 CANARY YELLOW" EQUIV.). PREHEAT TUBE BEFORE COATING
5. ALTERNATE BANDS OF WHITE OR SILVER (TWO BANDS) AND RED (ONE BAND) OF REFLECTIVE TAPE TO BE CLASS 1A RETROREFLECTIVE SHEETING TO AS1906.2 INSTALLED AS SHOWN IN DETAIL 'A'.
6. DIMENSIONS IN MILLIMETRES (U.N.O.).



ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
C	Deflection Rails Removed From Service	JAN '17	JAN '17	JAN '17
B	Drawing Title Amended	JAN '16	JUL '16	JUL '16
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14

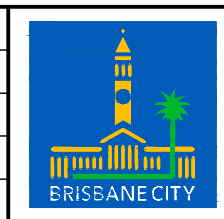
DESIGN AUTHORISED FOR ISSUE
B. BALL SIGNATURE ON ORIGINAL
DATED 29/6/01 R.P.E.Q: 3, 8, 5

ASSET ENGINEERING MANAGER
STRATEGIC ASSET MANAGEMENT

DESIGN APPROVED
B. HANSEN SIGNATURE ON ORIGINAL
DATED 27/6/01

PRINCIPAL ASSET OFFICER
ROADS & DRAINAGE

DESIGN	Std Dwg WG	DATE	April '01
DRAWN	CPD - P&D	DATE	April '01
CHECKED	M.STEER	DATE	April '01
DRAWING FILENAME	BSD-5003 (B) Bikepath furniture details.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-256		



BRISBANE CITY COUNCIL STANDARD DRAWING

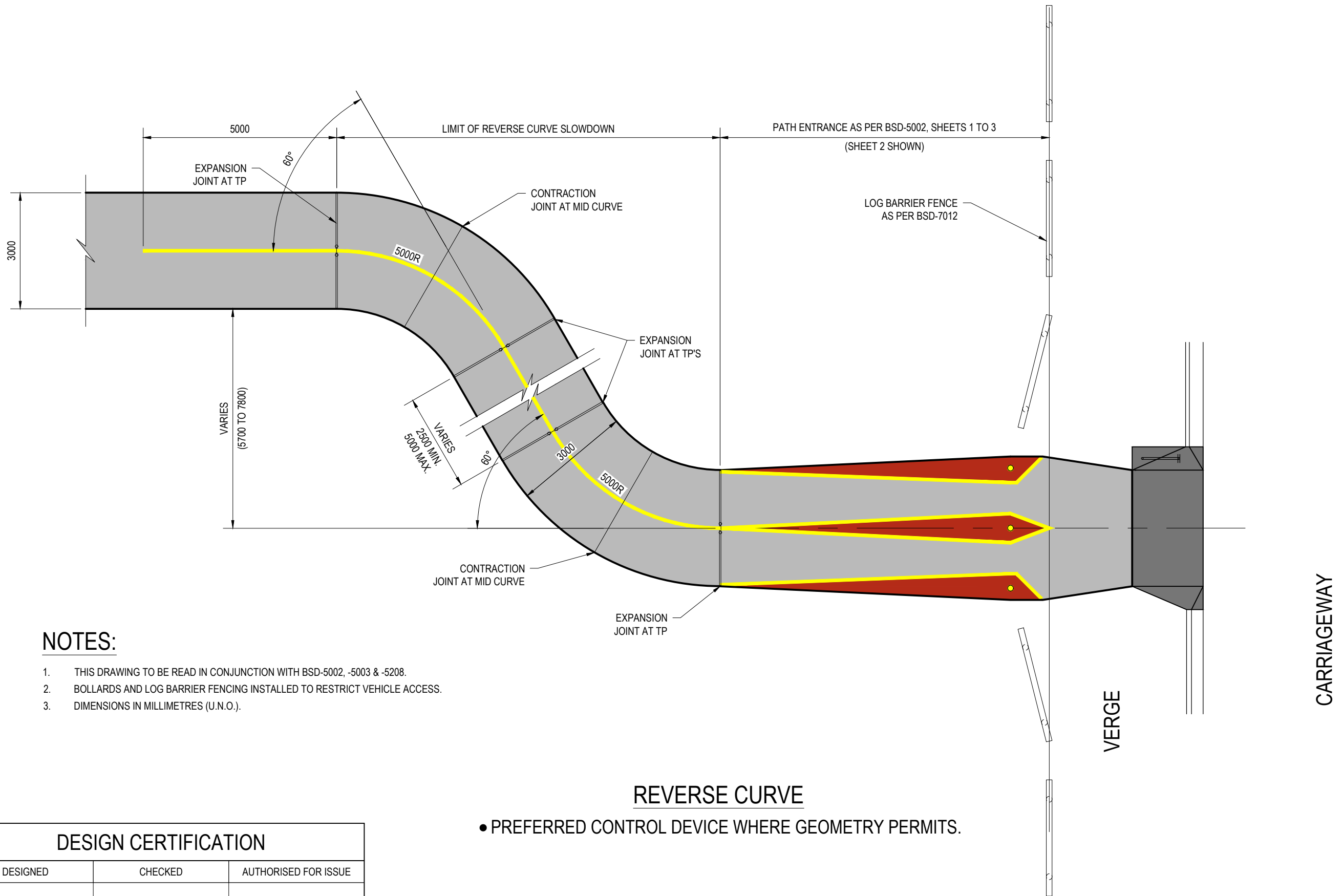
BIKEPATH FURNITURE DETAILS

SCALE: NOT TO SCALE

DWG No. **BSD-5003**

ORIGINAL SIZE: A3

REVISION: C



NOTES:

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH BSD-5002, -5003 & -5208.
2. BOLLARDS AND LOG BARRIER FENCING INSTALLED TO RESTRICT VEHICLE ACCESS.
3. DIMENSIONS IN MILLIMETRES (U.N.O.).

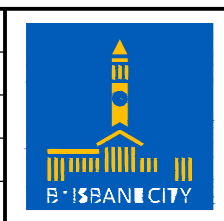
REVERSE CURVE

- PREFERRED CONTROL DEVICE WHERE GEOMETRY PERMITS.

DESIGN CERTIFICATION		
DESIGNED	CHECKED	AUTHORISED FOR ISSUE
Chris Salmon 07.03.2018		

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
C	Reverse Curve Changed to 60°, Deflection Rails Replaced With Bollards	FEB '18	FEB '18	FEB '18
B	Deflection Rails Removed From Service	FEB '17	FEB '17	FEB '17
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14

DRAWING AUTHORISED FOR PUBLICATION			
DESIGN	C.I.S.	DATE	Feb '18
DRAWN	C.I.S.	DATE	Feb '18
CHECKED	L.S.	DATE	Feb '18
DRAWING FILENAME	BSD-5004.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-253		
PRINCIPAL ENGINEER STRATEGIC ASSET MANAGEMENT PLANNING DESIGN APPROVED			
MANAGER TRANSPORT, PLANNING & STRATEGY			



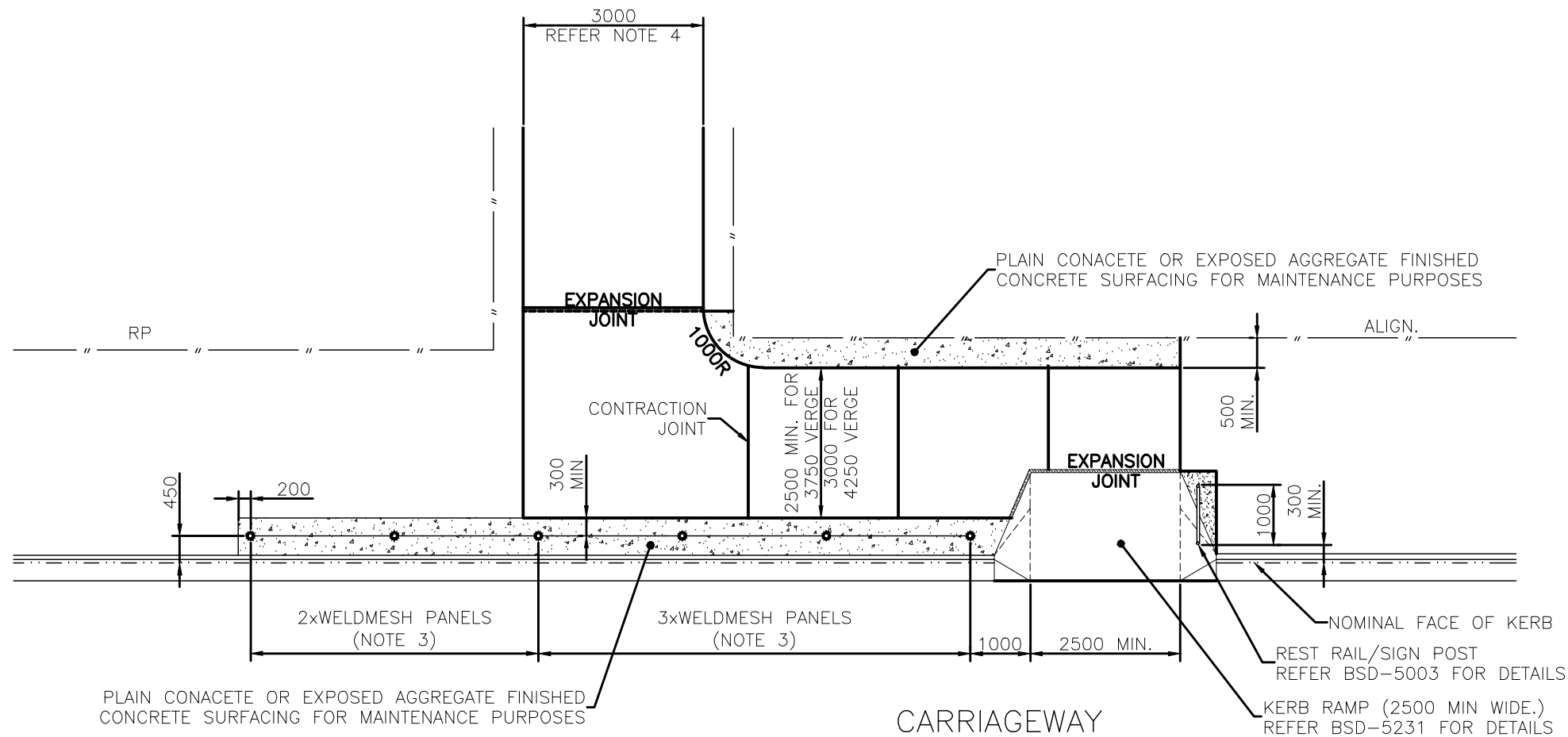
BRISBANE CITY COUNCIL STANDARD DRAWING

BIKEPATH SLOWDOWN CONTROL (REVERSE CURVE)

SCALE: NOT TO SCALE

DWG No: **BSD-5004**

ORIGINAL SIZE: A3 REVISION: C



OFFSET CHICANE

- FOR USE WHERE REVERSE CURVE IS NOT PRACTICAL.
- RECOMMENDED FOR AREAS WITH HIGH PRIMARY SCHOOL TRAFFIC.

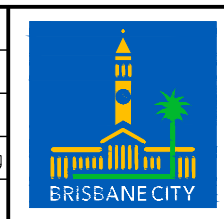
NOTES:

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH BSD-5208.
2. DETAILS OF FURNITURE TO BSD-5003.
3. WELDMESH FENCE DETAILS TO BSD-7002.
4. BIKE/SHARED PATH TO HAVE PREFERRED WIDTH OF 3000. WIDTH MAYBE REDUCED TO 2500 FOR LOW USE COMMUTER AREAS, SUBJECT TO COUNCIL APPROVAL.
5. DIMENSIONS IN MILLIMETRES (UNO).

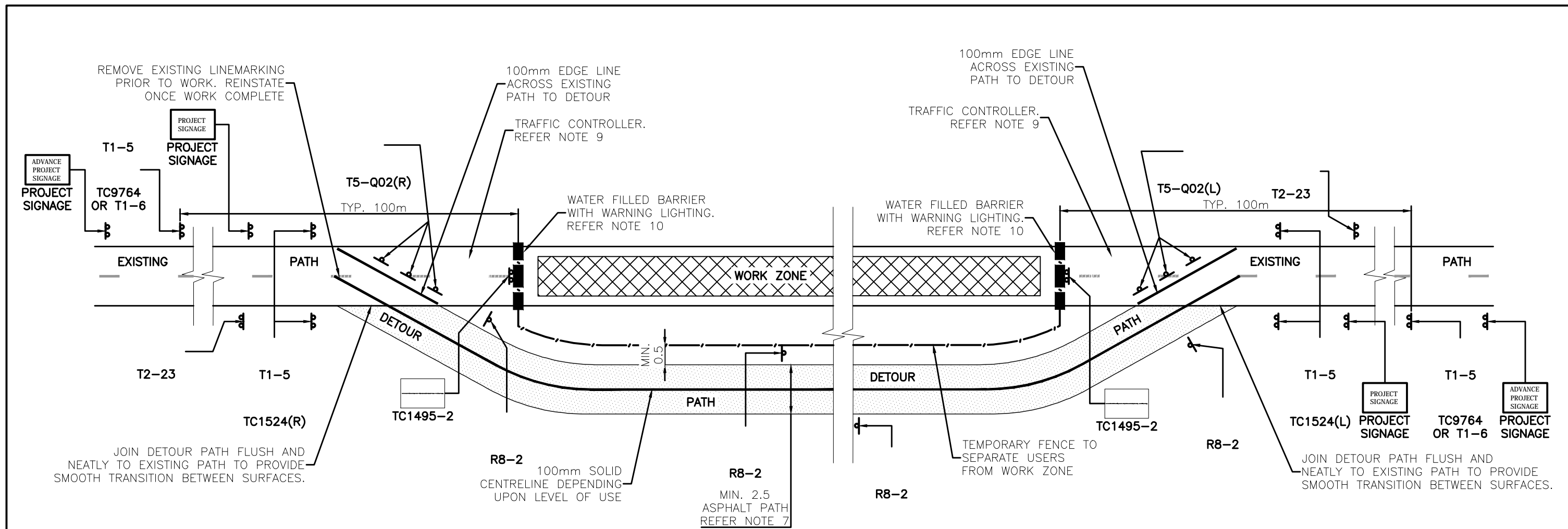
ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14

DRAWING AUTHORISED FOR PUBLICATION
 B. BALL SIGNATURE ON ORIGINAL
 DATED 29/6/01 R.P.E.Q.3 & 5.2
 ASSET ENGINEERING MANAGER
 STRATEGIC ASSET MANAGEMENT
 DESIGN APPROVED
 B. HANSEN SIGNATURE ON ORIGINAL
 DATED 27/6/01
 PRINCIPAL ASSET OFFICER
 ROADS & DRAINAGE

DESIGN	Std Dwgs WG	DATE	April '01
DRAWN	CP0 - P&D	DATE	April '01
CHECKED	M.STEER	DATE	May '01
DRAWING FILENAME	BSD-5005 (A) Bikepath slowdown control (offset chicane) dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-255		




BRISBANE CITY COUNCIL STANDARD DRAWING	
BIKEPATH SLOWDOWN CONTROL (OFFSET CHICANE)	
SCALE	NOT TO SCALE
DWG No.	BSD-5005
ORIGINAL SIZE	A3
REVISION	A









NOTES:

- STANDARD IS INTENDED AS TYPICAL REQUIREMENTS ONLY. EXACT REQUIREMENTS TO BE DETERMINED ON-SITE TAKING INTO ACCOUNT INDIVIDUAL SITE REQUIREMENTS AND CONSTRAINTS. FINAL DETAILS TO BE DETERMINED IN CONSULTATION WITH OFFICERS FROM TRANSPORT AND TRAFFIC, ACTIVE TRANSPORT SECTION.
- TEMPORARY EVENT OR PATH CLOSURE APPLICATION FOR BICYCLE OR SHARED PATH TO BE SUBMITTED BEFORE WORK COMMENCES. CONTACT ACTIVE TRANSPORT ON 3403 8888 TO REQUEST THE FORM.
- CLEAR SIGHT LINE TO MAINTAINED THROUGH AND ALONG DETOUR PATH AT ALL TIMES.
- SIGNS SHOWN ARE MINIMUM REQUIREMENTS. EXACT SIGNAGE LOCATIONS TO BE DETERMINED ON-SITE. PROJECT OR ADDITIONAL SAFETY SIGNAGE TO BE INSTALLED UPON DETERMINING SITE REQUIREMENTS.
- ADVANCE PROJECT SIGNAGE AND PROJECT SIGNAGE TO CONTAIN INDIVIDUAL PROJECT INFORMATION INCLUDING PROJECT TIMING, DATES OR DURATION AND INFORMATION CONTACT DETAILS. COMPLEX DETOURS TO HAVE ADDITIONAL SIGNAGE/INFORMATION SHOWING EXTENDED DETOUR PATH ROUTE MAP AND DISTANCES.
- DETOUR PATH TO BE EQUAL WIDTH TO EXISTING PATH (TYPICALLY 3.0m, WHERE SITE CONSTRAINTS PERMIT) TO MAINTAIN LEVEL OF SERVICE. WHERE 3.0m WIDE PATH CANNOT BE MAINTAINED, A MINIMUM 2.5m WIDE PATH IS TO BE INSTALLED. PATH ALIGNMENT TO BE DETERMINED ON-SITE TO SUIT LOCATION CONDITIONS.
- DETOUR PATH SURFACE TO BE ASPHALT, INSTALLED TO BSD-5214. SURFACE TO PROVIDE SMOOTH SURFACE FOR ALL USERS. JOIN NEATLY TO EXISTING PATH. PATH TO BE SWEEP DAILY TO REMOVE LOOSE MATERIAL.
- DETOUR PATH TO BE REMOVED ONCE WORK COMPLETED AND SITE RETURNED TO ORIGINAL CONDITION.
- TRAFFIC CONTROLLER TO BE USED DURING PRIMARY USE TIME (e.g. PEAK HOURS) AND DAYLIGHT HOURS FOR HIGH USE/VOLUME PATHS.
- BARRIERS AT WORK ZONE TO BE WATER FILLED 'RHINO' BARRIERS, FILLED TO SUPPLIER/MANUFACTURER REQUIREMENTS TO PREVENT MOVEMENT AND PROTECTION FROM WORK SITE FOR PATH USERS. BARRIER TO EXTEND PAST FULL WIDTH OF PATH. BARRIERS TO HAVE WARNING/HAZARD LIGHTS SECURELY ATTACHED AND OPERATING DURING NON-DAYLIGHT HOURS.
- TEMPORARY, SECURE BARRIER FENCE TO BE INSTALLED BETWEEN DETOUR PATH AND WORK ZONE TO PROVIDE SAFETY SEPARATION FOR PATH USERS.
- ALL SIGNAGE, FENCING, SAFETY BARRIERS AND ASSOCIATED COMPONENTS TO BE INSTALLED A MINIMUM 0.5m FROM EXISTING OR DETOUR PATH EDGE OR THROUGH TRAVEL LINE, EXCEPT T2-5 (MOD) 'PATH CLOSED' SIGN WHICH IS TO BE MOUNTED ON BARRIER ACROSS PATH.
- INSTALL 100mm WIDE CENTRELINE ALONG DETOUR PATH, ESPECIALLY ON HIGH USE PATHS, TO PROVIDE SAFE DELINEATION AND SEPARATION OF USERS. LINEMARKING TO BE INSTALLED AS PER REQUIREMENTS OF REFERENCE SPECIFICATION FOR CIVIL ENGINEERING WORK S150-ROADWORKS. TEMPORARY LINEMARKING TO BE REMOVED FROM EXISTING PATH ONCE WORK COMPLETED.
- ALL DIMENSIONS IN METRES (U.N.O.).

				DRAWING AUTHORISED FOR PUBLICATION P COTTON SIGNATURE ON ORIGINAL DATED 24/09/09 R.P.E.Q. 2546 ASSET ENGINEERING MANAGER STRATEGIC ASSET MANAGEMENT DESIGN APPROVED I CONDRIE (RPEQ 8951) SIGNATURE ON ORIGINAL DATED 18/09/09 PRINCIPAL ENGINEER STRATEGIC ASSET MANAGEMENT				DESIGN	Std Dwgs WG	DATE	Feb '09		BRISBANE CITY COUNCIL STANDARD DRAWING	
				DRAWN	CPD - P&D	DATE	Feb '09	SHARED PATH – CONSTRUCTION AND MAINTENANCE SITE MANAGEMENT		SCALE	NOT TO SCALE			
				CHECKED	CITY ASSESTS	DATE	Sept '09			DWG No.	BSD-5006			
				DRAWING FILENAME	BSD-5006 (A) Shared path - Construction and maintenance site management.dwg						ORIGINAL SIZE		A3	
ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE							REVISION	A		
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14										

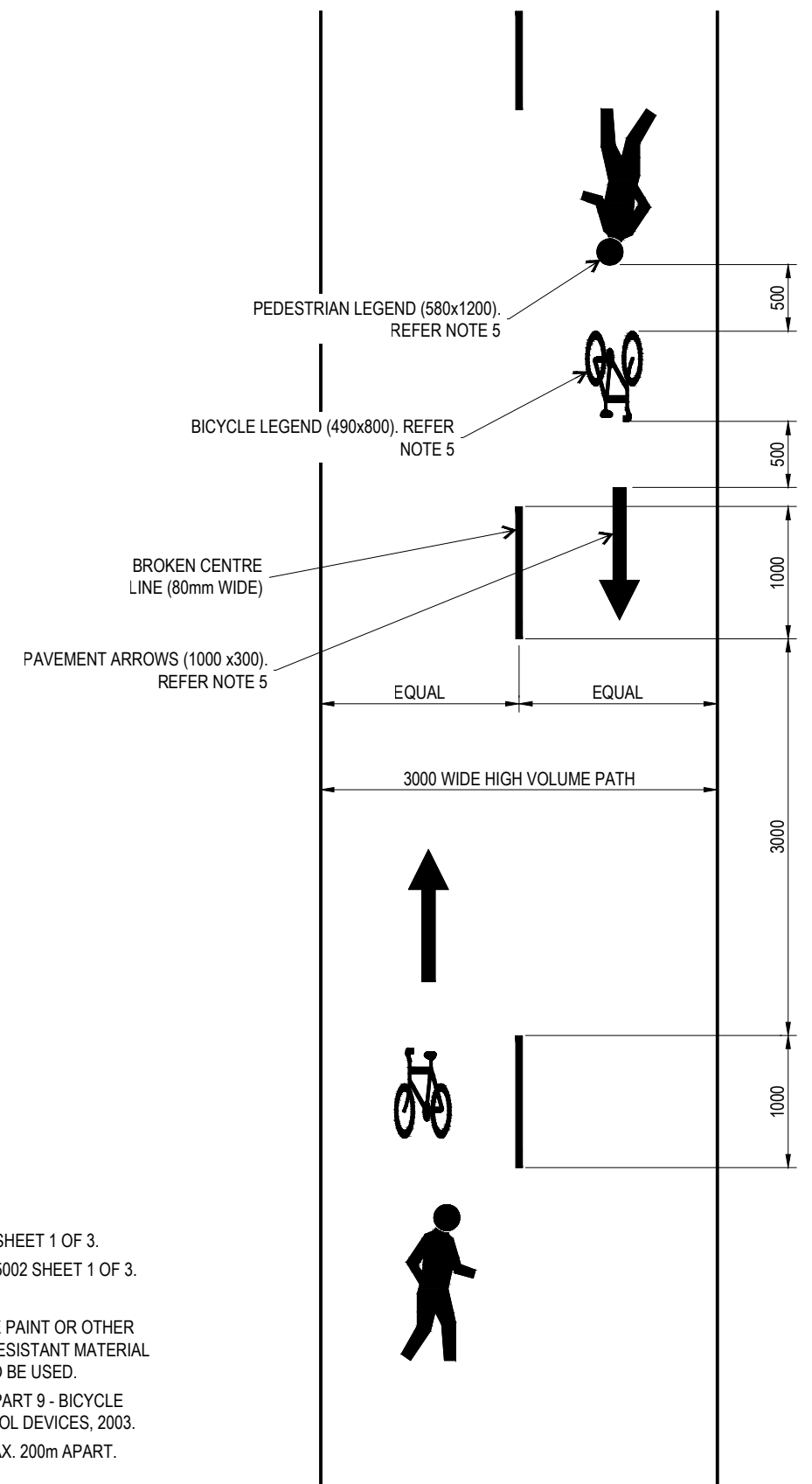


LEGEND:

-  SHARED PATH BASIC ENTRANCE - LOW VOLUME PATHS
-  SHARED PATH STANDARD ENTRANCE - HIGH VOLUME PATHS
-  HIGH VOLUME PATH MIN. 3.0m WIDE
-  LOW VOLUME PATHS (CONNECTOR/LINK) PREFERRED 3.0m WIDE, MIN. 2.5m WIDE
-  MAJOR ROAD
-  LOCAL/RESIDENTIAL STREET

NOTES:

1. CONSTRUCT SHARED PATH BASIC ENTRANCE AS PER BSD-5002 SHEET 1 OF 3.
2. CONSTRUCT SHARED PATH STANDARD ENTRANCE AS PER BSD-5002 SHEET 1 OF 3.
3. CONSTRUCT BIKEPATH JOINTS AS PER BSD-5208.
4. PAVEMENT MARKINGS TO BE INSTALLED IN WHITE WATERBORNE PAINT OR OTHER SUITABLE LONGLIFE MATERIAL. MARKINGS TO HAVE SLIP/SKID RESISTANT MATERIAL APPLIED TO SURFACE. THERMOPLASTIC MATERIALS ARE NOT TO BE USED.
5. PAVEMENT MARKING SYMBOL DIMENSIONS AS PER FIGURE 3.1, PART 9 - BICYCLE FACILITIES, QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, 2003.
6. SYMBOL GROUPINGS (BIKE, PED AND ARROW) TO BE SPACED MAX. 200m APART.
7. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).



STANDARD PAVEMENT MARKINGS FOR SHARED PATH

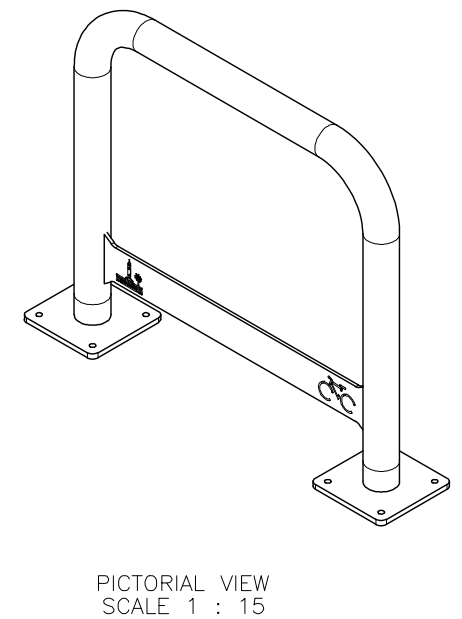
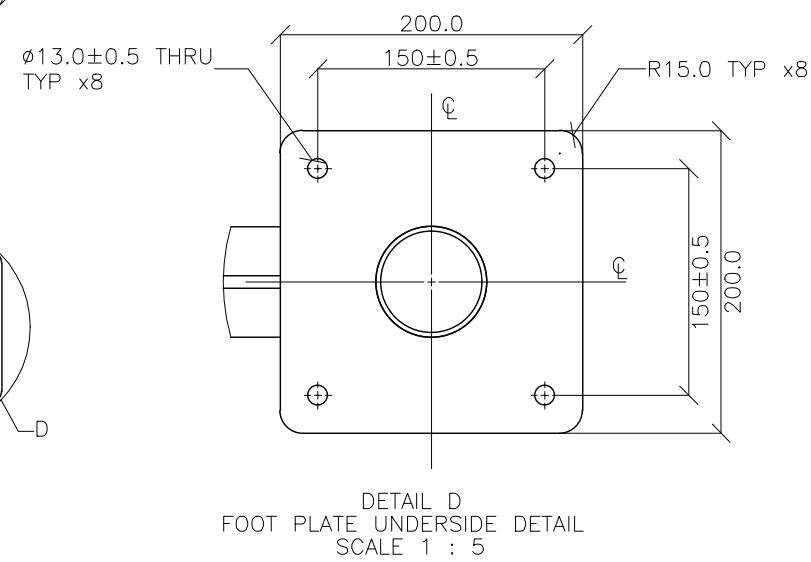
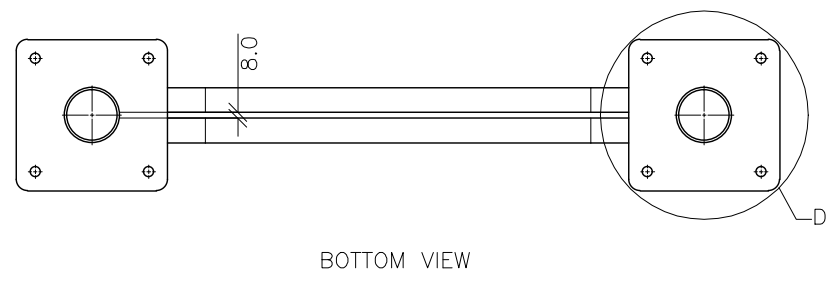
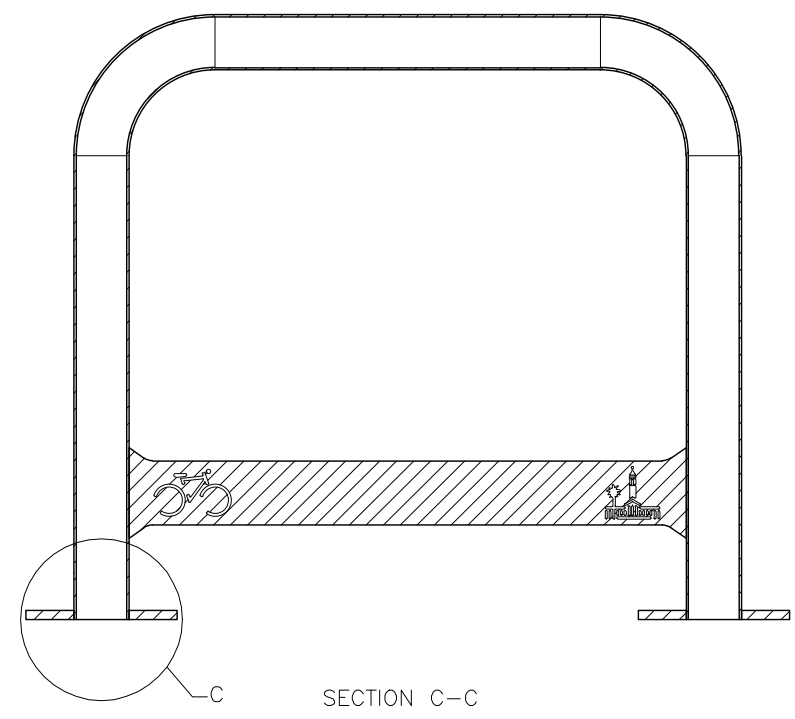
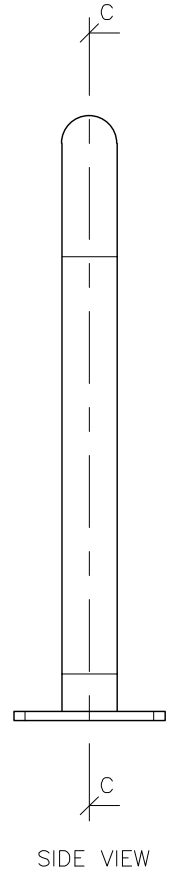
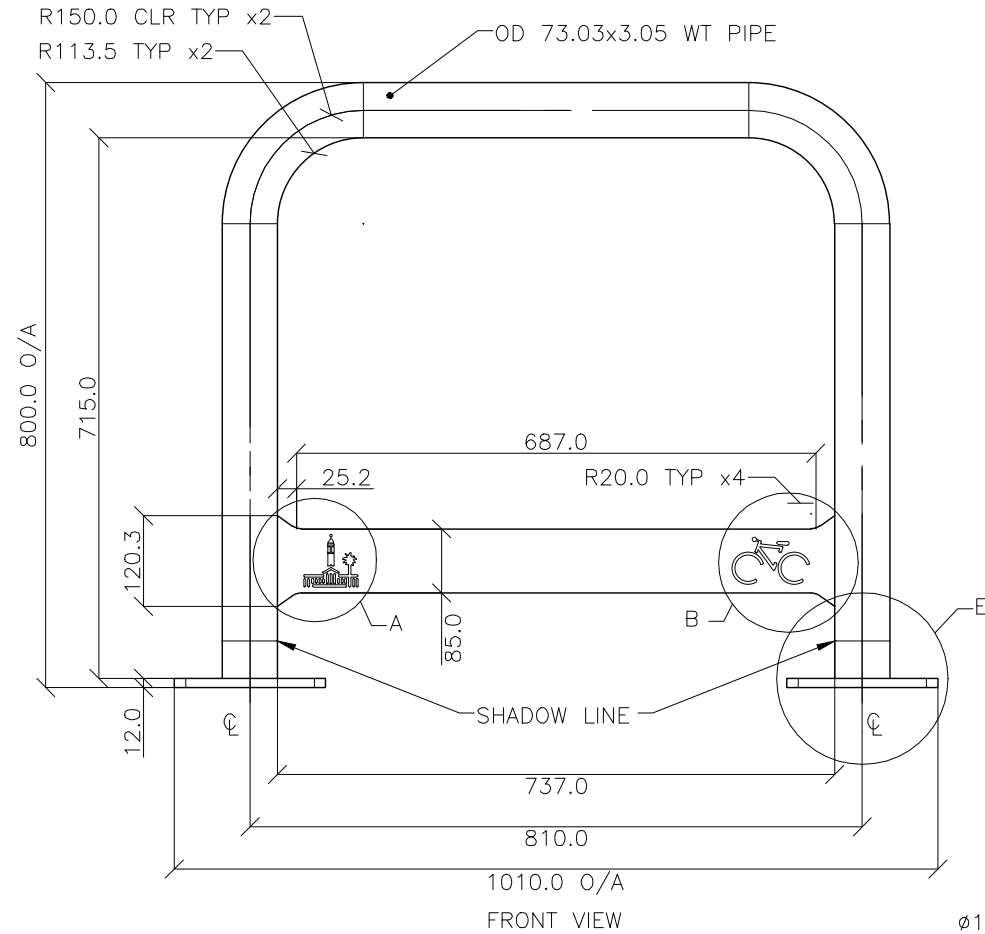
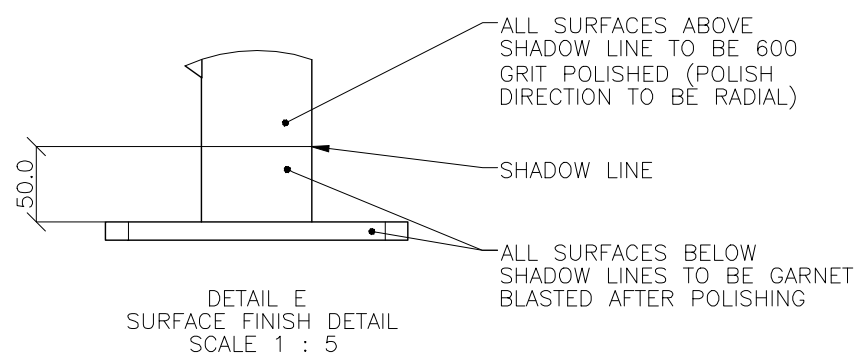
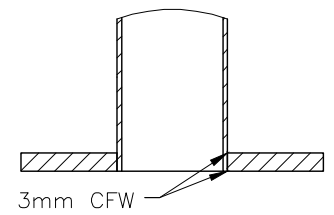
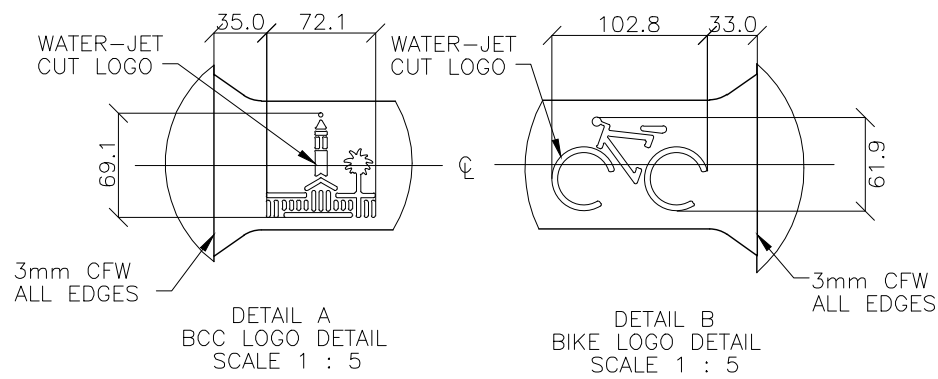
THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED DESIGNER AND/OR REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).



BRISBANE CITY COUNCIL STANDARD DRAWING

STANDARD BIKEPATH
TYPICAL HIGH AND LOW USE
NETWORK CONNECTIONS

PUBLISH DATE		JUN 2023
SCALE		NOT TO SCALE
DRAWING NUMBER		BSD-5007
ORIGINAL SIZE	REVISION	
A3	C	



STANDARDS

DESIGNED IN ACCORDANCE WITH, AND FABRICATION TO MEET THE FOLLOWING STANDARDS:

- AS1428.4.1:2009, TACTILE GROUND SURFACE INDICATORS FOR THE ORIENTATION OF PEOPLE WITH VISION IMPAIRMENT.
- AS1627.4 METAL FINISHING – PREPARATION AND PRE-TREATMENT OF SURFACES – ABRASIVE BLAST CLEANING OF STEEL.
- AS2312:2002/AMDT 1:2004, GUIDE TO PROTECTION OF IRON AND STEEL AGAINST EXTERIOR ATMOSPHERIC CORROSION, 1994.
- GUIDE TO ENGINEERING PRACTICE, 'PEDESTRIANS', PART 13, AUSTRROADS.
- AUSTRALIAN ROAD RULES , 1999, WWW.NRTC.GOV.AU
- AS4506 –2005, METAL FINISHING– THERMOSET POWDER COATINGS.
- AS4680:2006, HOT DIP GALVANISING.
- AS1742.9–2000, MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, 'BICYCLE FACILITIES'.
- GUIDE TO ENGINEERING PRACTICE, 'BICYCLES', PART 14, AUSTRROADS.
- AUSTRALIAN ROAD RULES , 1999, WWW.NRTC.GOV.AU
- AS2890.3–1993 PARKING FACILITIES PART 3
- AS 1742.9– 2000 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES PART 9: BIKE FACILITIES

NOTES

- WELDING TO BE ACCORDANCE TO AS1554.1 CAT GP WELDING, ALL SHARP EDGES & BURRS REMOVED.
- PART SHOULD BE SUPPLIED CLEAN AND FREE FROM MARKS, BURRS, SCUFFS, DISTORTION AND WARPAGE.
- ENSURE ANTI-SEIZE IS ON ALL NUTS AND BOLTS PRIOR TO ASSEMBLY.
- DRAWING TO AS1100 DRAWING STANDARDS.
- 316 S.S AND 316 S.S FASTENERS TO BE USED THROUGHOUT FOR COASTAL INSTALLATIONS OR ANY ENVIRONMENT WITH HIGH CORROSION.
- ALL TOLERANCES ± 1.5mm UNLESS OTHERWISE SPECIFIED.

MATERIAL

- MATERIAL: 316 STAINLESS STEEL
- COLOUR: NATURAL
- FINISH: 600 GRIT POLISHED / GARNET BLASTED

STRUCTURAL DESIGN REVIEWED AND CERTIFIED FOR ISSUE

NAME: B.C. PLANT RPEQ: 8807

SIGNATURE: ON ORIGINAL DATE: 28/ 6 /12

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14

DRAWING AUTHORISED FOR PUBLICATION INGA CONDRIE AUTHORISED 15/04/2014			
ASSET ENGINEERING MANAGER STRATEGIC ASSET MANAGEMENT DESIGN APPROVED			
VICKI MARTIN SIGNATURE ON ORIGINAL			
CLIENT POSITION COUNCIL WORK AREA OR BRANCH			
DESIGN	Std Dwg WG	DATE	June '12
DRAWN	CPD - P&D	DATE	June '12
CHECKED	V.M	DATE	April '13
DRAWING FILENAME	BSD-5051 (A) Single bike rack - Sheet 1 of 2.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-566-1		



BRISBANE CITY COUNCIL STANDARD DRAWING	
SINGLE BIKE RACK SHEET 1 OF 2	
SCALE	NOT TO SCALE
DWG No.	BSD-5051
ORIGINAL SIZE	REVISION
A3	A

STANDARDS

DESIGNED IN ACCORDANCE WITH, AND FABRICATION TO MEET THE FOLLOWING STANDARDS:

- AS1428.4.1:2009, TACTILE GROUND SURFACE INDICATORS FOR THE ORIENTATION OF PEOPLE WITH VISION IMPAIRMENT.
- AS1627.4 METAL FINISHING – PREPARATION AND PRE-TREATMENT OF SURFACES – ABRASIVE BLAST CLEANING OF STEEL.
- AS2312:2002/AMDT 1:2004, GUIDE TO PROTECTION OF IRON AND STEEL AGAINST EXTERIOR ATMOSPHERIC CORROSION, 1994.
- GUIDE TO ENGINEERING PRACTICE, 'PEDESTRIANS', PART 13, AUSTRROADS. AUSTRALIAN ROAD RULES , 1999, WWW.NRTC.GOV.AU
- AS4506 –2005, METAL FINISHING– THERMOSET POWDER COATINGS.
- AS4680:2006, HOT DIP GALVANISING.
- AS1742.9–2000, MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, 'BICYCLE FACILITIES'.
- GUIDE TO ENGINEERING PRACTICE, 'BICYCLES', PART 14, AUSTRROADS. AUSTRALIAN ROAD RULES , 1999, WWW.NRTC.GOV.AU
- AS2890.3–1993 PARKING FACILITIES PART 3
- AS 1742.9– 2000 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES PART 9: BIKE FACILITIES

NOTES

- WELDING TO BE ACCORDANCE TO AS1554.1 CAT GP WELDING, ALL SHARP EDGES & BURRS REMOVED.
- PART SHOULD BE SUPPLIED CLEAN AND FREE FROM MARKS, BURRS, SCUFFS, DISTORTION AND WARPAGE.
- ENSURE ANTI-SEIZE IS ON ALL NUTS AND BOLTS PRIOR TO ASSEMBLY.
- DRAWING TO AS1100 DRAWING STANDARDS.
- 316 S.S AND 316 S.S FASTENERS TO BE USED THROUGHOUT FOR COASTAL INSTALLATIONS OR ANY ENVIRONMENT WITH HIGH CORROSION.
- ALL TOLERANCES $\pm 1.5\text{mm}$ UNLESS OTHERWISE SPECIFIED.

MATERIAL

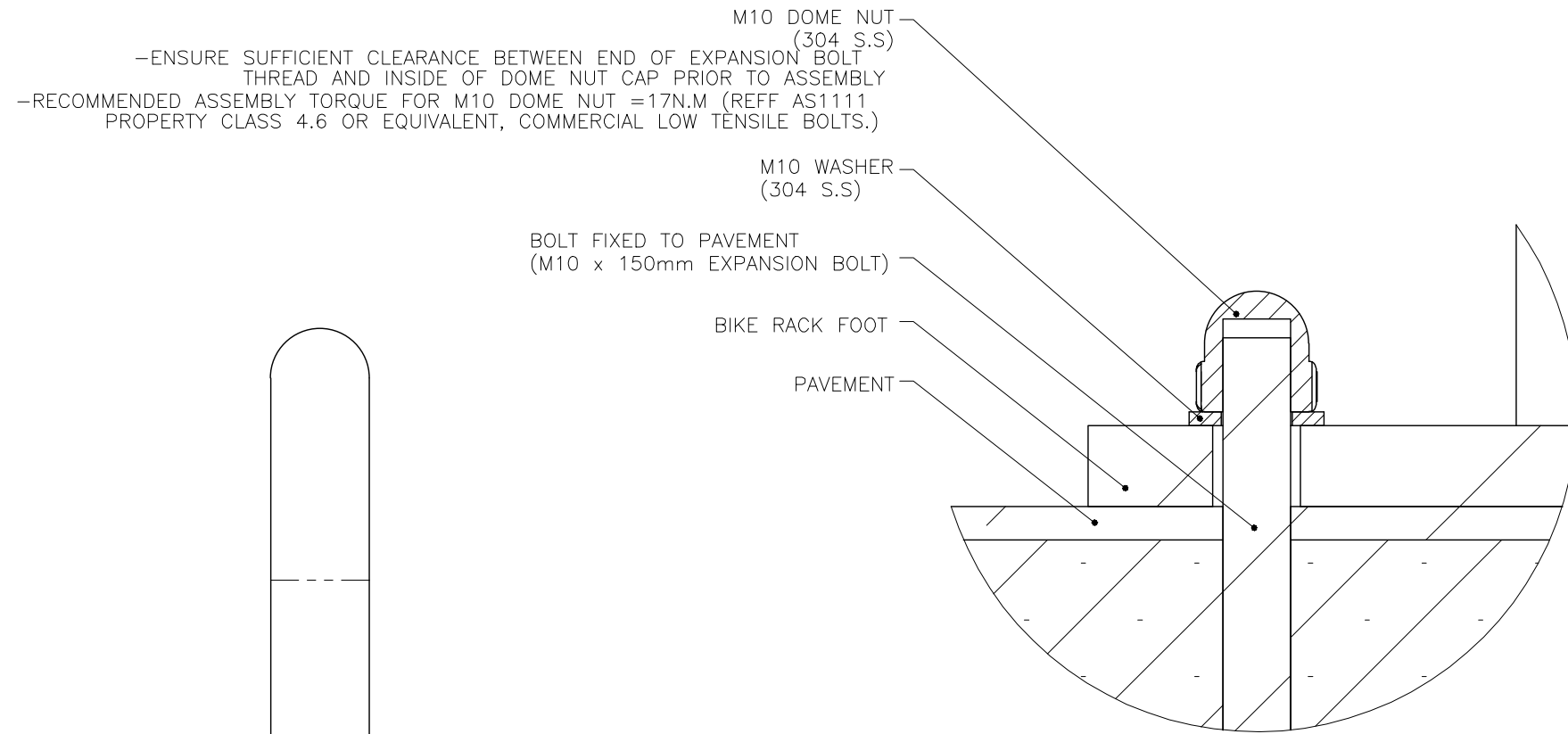
- MATERIAL: SEE COMPONENT DRAWING
- COLOUR: SEE COMPONENT DRAWING
- FINISH: SEE COMPONENT DRAWING

STRUCTURAL DESIGN REVIEWED AND CERTIFIED FOR ISSUE

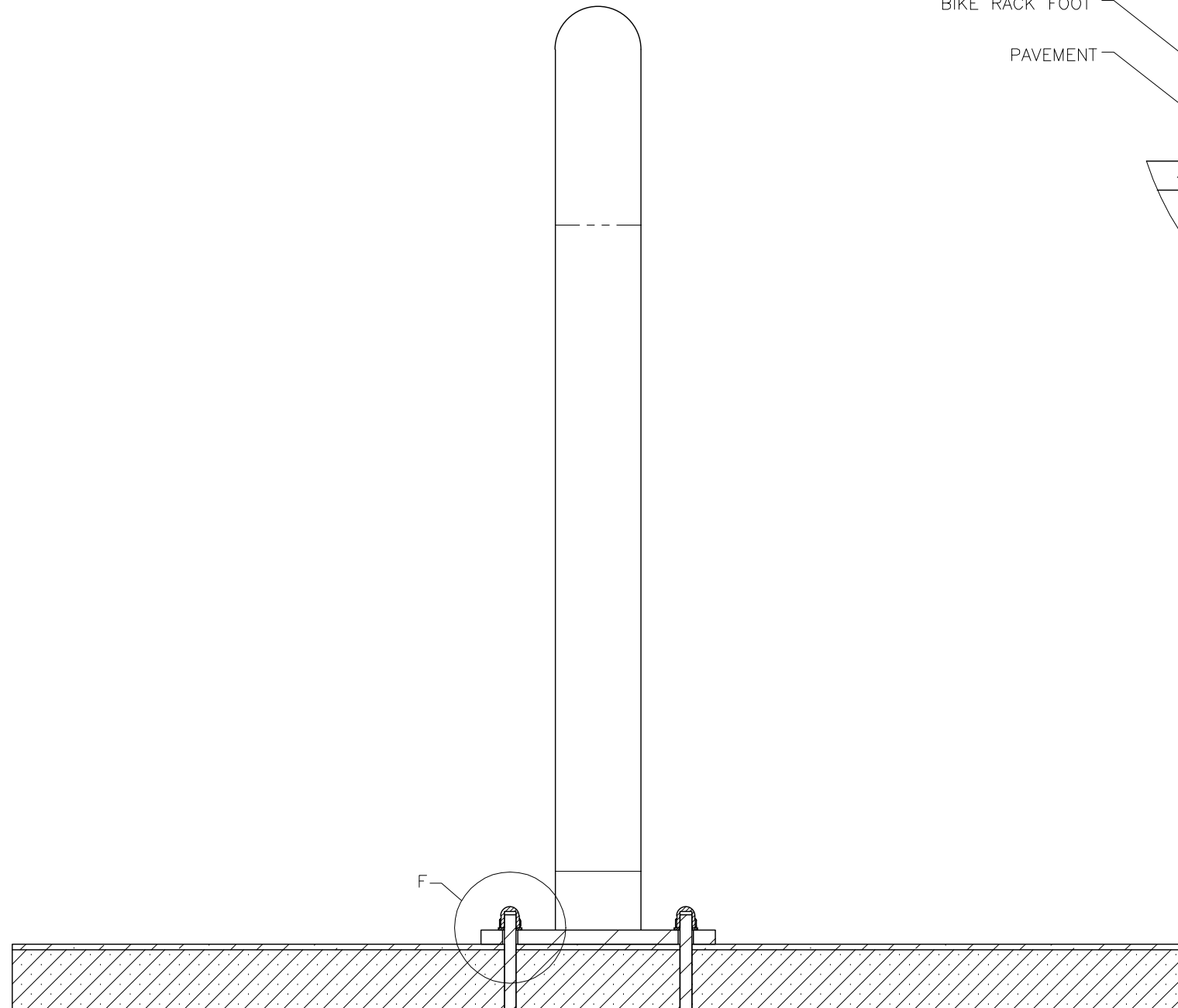
NAME: B.C. PLANT RPEQ: 8807

SIGNATURE: ON ORIGINAL DATE: 28/6/12


ITEM NO.	DESCRIPTION	QTY.
1	Single Bike Rack	1
2	M10 304 Stainless Steel Washer	8
3	M10 304 Stainless Steel Dome Nut	8



DETAIL F
INSTALLATION DETAIL
SCALE 1 : 1



SECTION VIEW OF INSTALLATION

				DRAWING AUTHORISED FOR PUBLICATION INGA CONDRIE AUTHORISED 15/04/2014				DESIGN	Std Dwgs WG	DATE	June '12		BRISBANE CITY COUNCIL STANDARD DRAWING		
				ASSET ENGINEERING MANAGER STRATEGIC ASSET MANAGEMENT DESIGN APPROVED				DRAWN	CPD - P&D	DATE	June '12				SCALE
				VICKI MARTIN SIGNATURE ON ORIGINAL				CHECKED	V.M	DATE	April '13		DWG No.	BSD-5051	
				PRINCIPAL PLANNING OFFICER URBAN DESIGN				DRAWING FILENAME	BSD-5051(A) Single bike rack - Sheet 2 of 2 - Installation.dwg				ORIGINAL SIZE	A3	REVISION
A	Drawing Converted from UMS Series April 2014			APR '14	APR '14	APR '14			ASSOCIATED PLANS	SUPERSEDES UMS-566-2		SINGLE BIKE RACK SHEET 2 OF 2 INSTALLATION			
ISSUE	AMENDMENT			DRAWN DATE	CHK'D DATE	APPR'D DATE									

STANDARDS

DESIGNED IN ACCORDANCE WITH, AND FABRICATION TO MEET THE FOLLOWING STANDARDS:

- AS1428.4.1:2009, TACTILE GROUND SURFACE INDICATORS FOR THE ORIENTATION OF PEOPLE WITH VISION IMPAIRMENT.
- AS1627.4 METAL FINISHING – PREPARATION AND PRE-TREATMENT OF SURFACES – ABRASIVE BLAST CLEANING OF STEEL.
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- AUSTRALIAN ROAD RULES , 1999, WWW.NRTC.GOV.AU
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- AS1742.9–2000, MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, 'BICYCLE FACILITIES', GUIDE TO ENGINEERING PRACTICE, 'BICYCLES', PART 14, AUSTRROADS.
- AUSTRALIAN ROAD RULES , 1999, WWW.NRTC.GOV.AU
- AS2890.3–1993 PARKING FACILITIES PART 3
- AS 1742.9– 2000 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES PART 9: BIKE FACILITIES

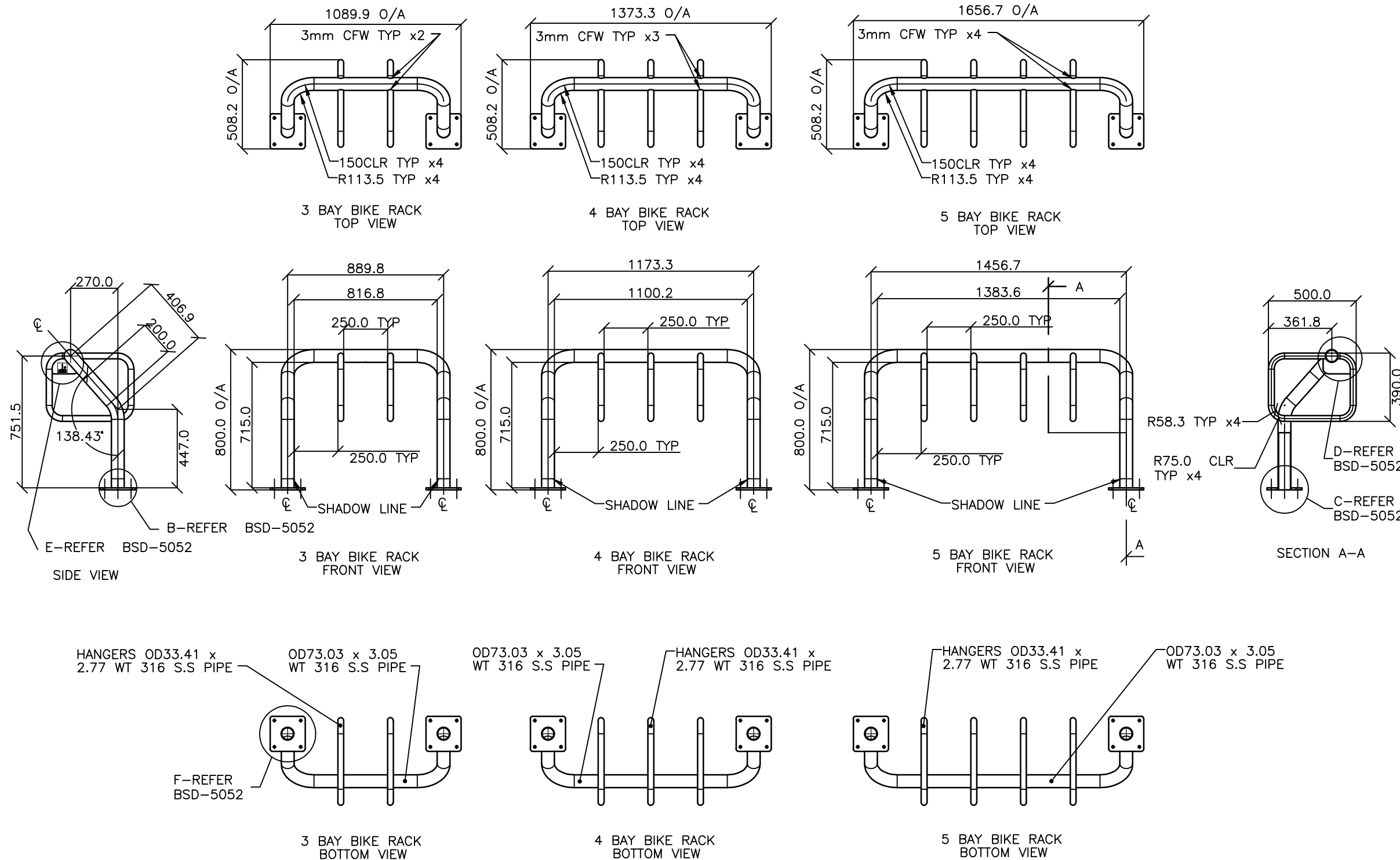
NOTES

- WELDING TO BE ACCORDANCE TO AS1554.1 CAT GP WELDING, ALL SHARP EDGES & BURRS REMOVED.
- PART SHOULD BE SUPPLIED CLEAN AND FREE FROM MARKS, BURRS, SCUFFS, DISTORTION AND WARPAGE.
- ENSURE ANTI-SEIZE IS ON ALL NUTS AND BOLTS PRIOR TO ASSEMBLY.
- DRAWING TO AS1100 DRAWING STANDARDS.
- 316 S.S AND 316 S.S FASTENERS TO BE USED THROUGHOUT FOR COASTAL INSTALLATIONS OR ANY ENVIRONMENT WITH HIGH CORROSION.
- ALL TOLERANCES ± 1.5mm UNLESS OTHERWISE SPECIFIED.

MATERIAL

- MATERIAL: 316 STAINLESS STEEL
- COLOUR: NATURAL
- FINISH: 600 GRIT POLISHED / GARNET BLASTED

STRUCTURAL DESIGN REVIEWED AND CERTIFIED FOR ISSUE
 NAME: B.C. PLANT RPEQ: 8807
 SIGNATURE: ON ORIGINAL DATE: 28/6/12



ITEM NO.	DESCRIPTION	QTY.
1	3 Bay Bike Rack	1
2	M10 304 Stainless Steel Washer	8
3	M10 304 Stainless Steel Dome Nut	8

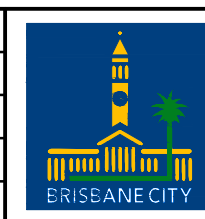
ITEM NO.	DESCRIPTION	QTY.
1	4 Bay Bike Rack	1
2	M10 304 Stainless Steel Washer	8
3	M10 304 Stainless Steel Dome Nut	8

ITEM NO.	DESCRIPTION	QTY.
1	5 Bay Bike Rack	1
2	M10 304 Stainless Steel Washer	8
3	M10 304 Stainless Steel Dome Nut	8

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
B	Drawing Number Altered to Conform to Naming Convention	MAY '17	MAY '17	MAY '17
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14

DRAWING AUTHORISED FOR PUBLICATION
 INGA CONDRIK AUTHORISED 15/04/2014
 ASSET ENGINEERING MANAGER
 STRATEGIC ASSET MANAGEMENT
 DESIGN APPROVED
 VICKI MARTIN SIGNATURE ON ORIGINAL
 PRINCIPAL PLANNING OFFICER
 URBAN DESIGN

DESIGN	Std Dwgs WG	DATE	June '12
DRAWN	CPD - P&D	DATE	June '12
CHECKED	V.M	DATE	April '13
DRAWING FILENAME	BSD-5052-1.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-566-3		



BRISBANE CITY COUNCIL STANDARD DRAWING

MULTI BIKE RACK SHEET 1 OF 3

SCALE: NOT TO SCALE
 DWG No. **BSD-5052**
 ORIGINAL SIZE: A3 REVISION: B

STANDARDS

DESIGNED IN ACCORDANCE WITH, AND FABRICATION TO MEET THE FOLLOWING STANDARDS:

1. AS1428.4.1:2009, TACTILE GROUND SURFACE INDICATORS FOR THE ORIENTATION OF PEOPLE WITH VISION IMPAIRMENT.
2. AS1627.4 METAL FINISHING – PREPARATION AND PRE-TREATMENT OF SURFACES – ABRASIVE BLAST CLEANING OF STEEL.
3. AS2312:2002/AMDT 1:2004, GUIDE TO PROTECTION OF IRON AND STEEL AGAINST EXTERIOR ATMOSPHERIC CORROSION, 1994.
4. GUIDE TO ENGINEERING PRACTICE, 'PEDESTRIANS', PART 13, AUSTRROADS.
5. AUSTRALIAN ROAD RULES , 1999, WWW.NRTC.GOV.AU
6. AS4506 –2005, METAL FINISHING– THERMOSET POWDER COATINGS.
7. AS4680:2006, HOT DIP GALVANISING.
8. AS1742.9–2000, MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, 'BICYCLE FACILITIES', GUIDE TO ENGINEERING PRACTICE, 'BICYCLES', PART 14, AUSTRROADS.
9. AUSTRALIAN ROAD RULES , 1999, WWW.NRTC.GOV.AU
10. AS2890.3–1993 PARKING FACILITIES PART 3
11. AS 1742.9– 2000 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES PART 9: BIKE FACILITIES

NOTES

1. WELDING TO BE ACCORDANCE TO AS1554.1 CAT GP WELDING, ALL SHARP EDGES & BURRS REMOVED.
2. PART SHOULD BE SUPPLIED CLEAN AND FREE FROM MARKS, BURRS, SCUFFS, DISTORTION AND WARPAGE.
3. ENSURE ANTI-SEIZE IS ON ALL NUTS AND BOLTS PRIOR TO ASSEMBLY.
4. DRAWING TO AS1100 DRAWING STANDARDS.
5. 316 S.S AND 316 S.S FASTENERS TO BE USED THROUGHOUT FOR COASTAL INSTALLATIONS OR ANY ENVIRONMENT WITH HIGH CORROSION.
6. ALL TOLERANCES $\pm 1.5\text{mm}$ UNLESS OTHERWISE SPECIFIED.

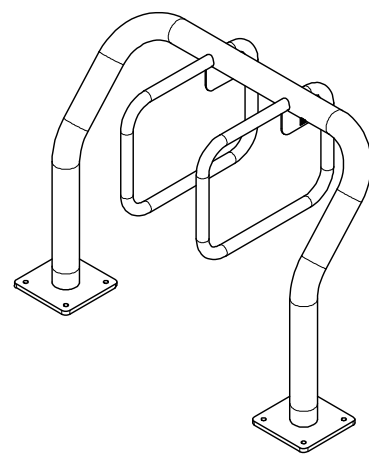
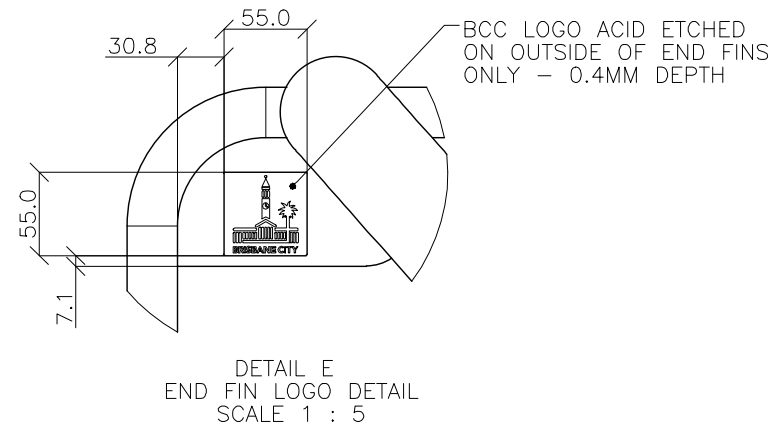
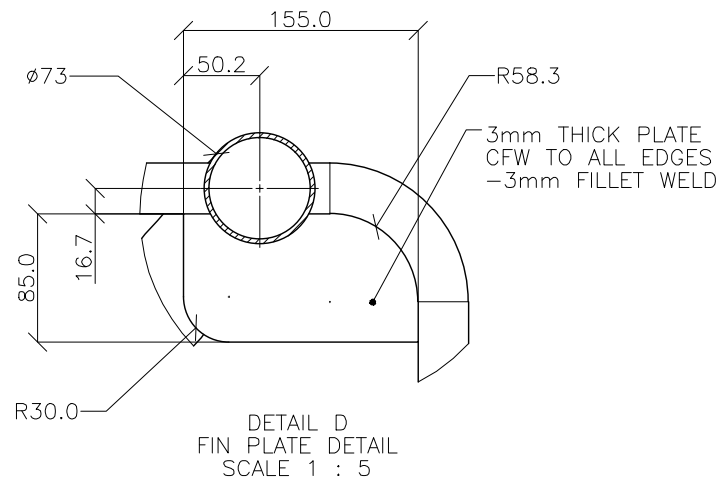
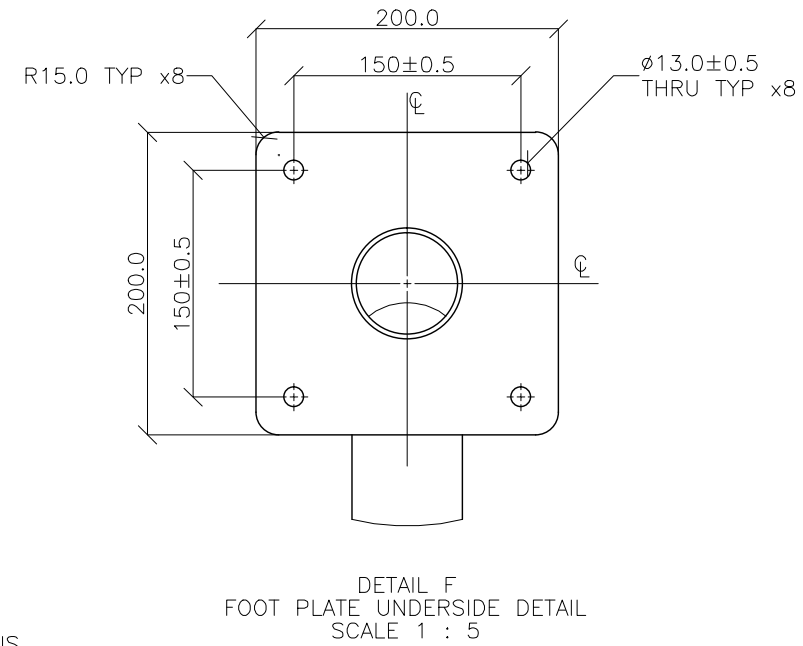
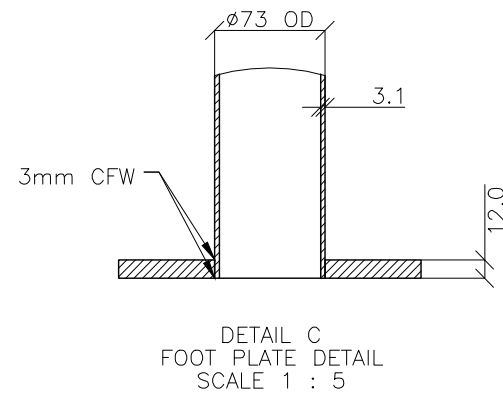
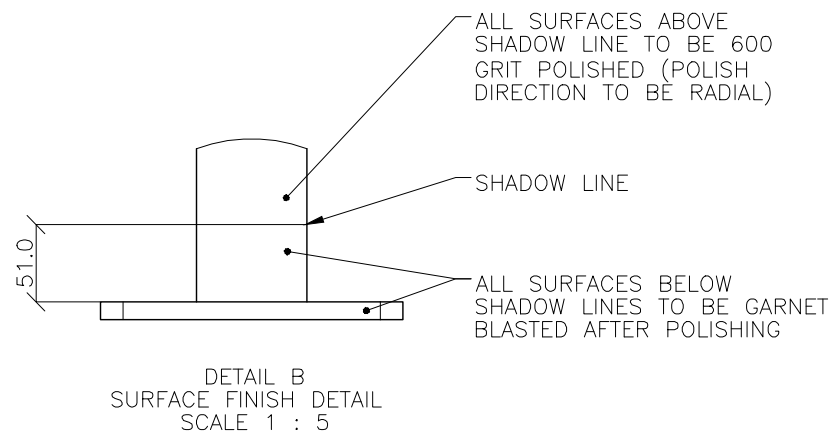
MATERIAL

1. MATERIAL: 316 STAINLESS STEEL
2. COLOUR: NATURAL
3. FINISH: 600 GRIT POLISHED / GARNET BLASTED

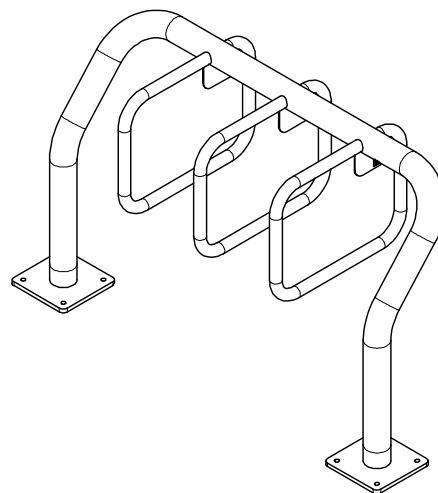
STRUCTURAL DESIGN REVIEWED AND CERTIFIED FOR ISSUE

NAME: B.C. PLANT RPEQ: 8807

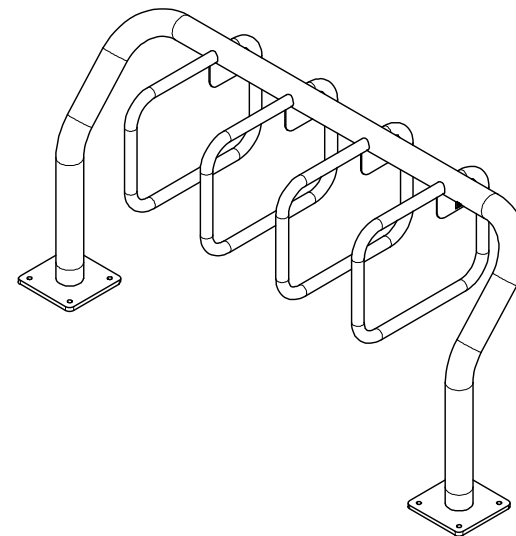
SIGNATURE: ON ORIGINAL DATE: 28/6/12



3 BAY BIKE RACK PICTORIAL VIEW



4 BAY BIKE RACK PICTORIAL VIEW



5 BAY BIKE RACK PICTORIAL VIEW

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
B	Drawing Title Amended	JAN '16	JUL '16	JUL '16
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14

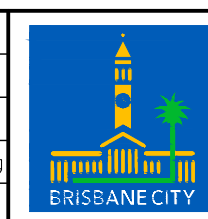
DRAWING AUTHORISED FOR PUBLICATION
INGA CONDRIE AUTHORISED 15/04/2014

ASSET ENGINEERING MANAGER
STRATEGIC ASSET MANAGEMENT
DESIGN APPROVED

VICKI MARTIN SIGNATURE ON ORIGINAL

PRINCIPAL PLANNING OFFICER
URBAN DESIGN

DESIGN	Std Dwgs WG	DATE	June '12
DRAWN	CPD - P&D	DATE	June '12
CHECKED	V.M	DATE	April '13
DRAWING FILENAME	BSD-5052 (B) Multi bike rack - Details - Sheet 2 of 3.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-566-4		



BRISBANE CITY COUNCIL STANDARD DRAWING

MULTI BIKE RACK DETAILS SHEET 2 OF 3

SCALE: NOT TO SCALE

DWG No: **BSD-5052**

ORIGINAL SIZE: A3 REVISION: B

STANDARDS

DESIGNED IN ACCORDANCE WITH, AND FABRICATION TO MEET THE FOLLOWING STANDARDS:

1. AS1428.4.1:2009, TACTILE GROUND SURFACE INDICATORS FOR THE ORIENTATION OF PEOPLE WITH VISION IMPAIRMENT.
2. AS1627.4 METAL FINISHING – PREPARATION AND PRE-TREATMENT OF SURFACES – ABRASIVE BLAST CLEANING OF STEEL.
3. AS2312:2002/AMDT 1:2004, GUIDE TO PROTECTION OF IRON AND STEEL AGAINST EXTERIOR ATMOSPHERIC CORROSION, 1994.
4. GUIDE TO ENGINEERING PRACTICE, 'PEDESTRIANS', PART 13, AUSTRROADS.
5. AUSTRALIAN ROAD RULES , 1999, WWW.NRTC.GOV.AU
6. AS4506 –2005, METAL FINISHING– THERMOSET POWDER COATINGS.
7. AS4680:2006, HOT DIP GALVANISING.
8. AS1742.9–2000, MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, 'BICYCLE FACILITIES', GUIDE TO ENGINEERING PRACTICE, 'BICYCLES', PART 14, AUSTRROADS.
9. AUSTRALIAN ROAD RULES , 1999, WWW.NRTC.GOV.AU
10. AS2890.3–1993 PARKING FACILITIES PART 3
11. AS 1742.9– 2000 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES PART 9: BIKE FACILITIES

NOTES

1. WELDING TO BE ACCORDANCE TO AS1554.1 CAT GP WELDING, ALL SHARP EDGES & BURRS REMOVED.
2. PART SHOULD BE SUPPLIED CLEAN AND FREE FROM MARKS, BURRS, SCUFFS, DISTORTION AND WARPAGE.
3. ENSURE ANTI-SEIZE IS ON ALL NUTS AND BOLTS PRIOR TO ASSEMBLY.
4. DRAWING TO AS1100 DRAWING STANDARDS.
5. 316 S.S AND 316 S.S FASTENERS TO BE USED THROUGHOUT FOR COASTAL INSTALLATIONS OR ANY ENVIRONMENT WITH HIGH CORROSION.
6. ALL TOLERANCES $\pm 1.5\text{mm}$ UNLESS OTHERWISE SPECIFIED.

MATERIAL

1. MATERIAL: SEE COMPONENT DRAWING
2. COLOUR: SEE COMPONENT DRAWING
3. FINISH: SEE COMPONENT DRAWING

STRUCTURAL DESIGN REVIEWED AND CERTIFIED FOR ISSUE

NAME: B.C. PLANT _____ RPEQ: 8807
SIGNATURE: ON ORIGINAL ___ DATE: 28/ 6 /12

–ENSURE SUFFICIENT CLEARANCE BETWEEN END OF EXPANSION BOLT THREAD AND INSIDE OF DOME NUT CAP PRIOR TO ASSEMBLY
–RECOMMENDED ASSEMBLY TORQUE FOR M10 DOME NUT =17N.M (REFF AS1111 PROPERTY CLASS 4.6 OR EQUIVALENT, COMMERCIAL LOW TENSILE BOLTS.)

M10 DOME NUT (304 S.S)
M10 WASHER (304 S.S)

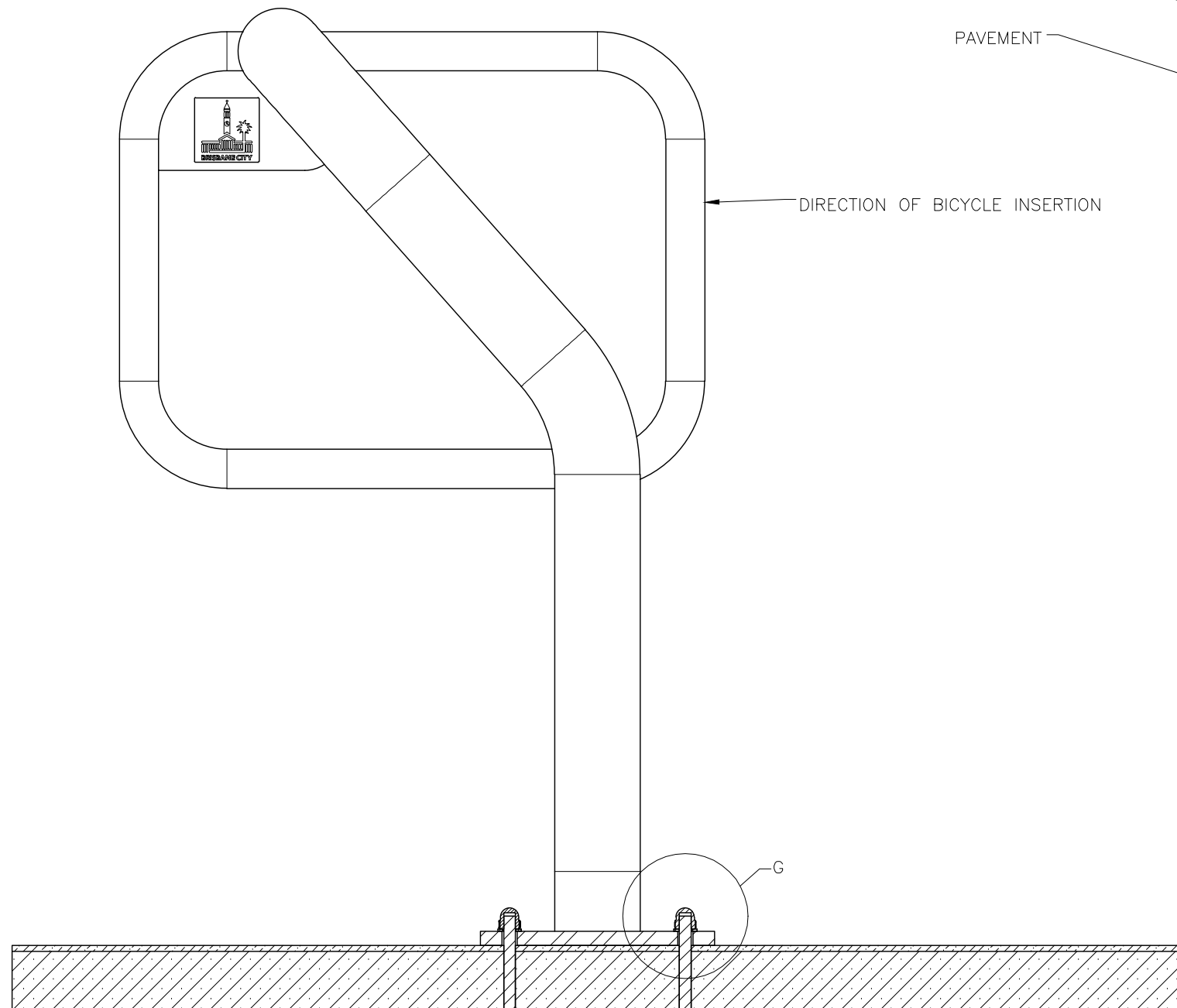
BOLT FIXED TO PAVEMENT (M10 x 150mm EXPANSION BOLT)

BIKE RACK FOOT

PAVEMENT

DIRECTION OF BICYCLE INSERTION

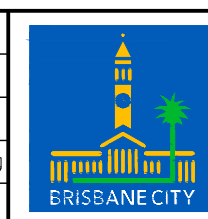
DETAIL G
INSTALLATION DETAIL
SCALE 1 : 1



SECTION VIEW OF INSTALLATION

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
B	Drawing Title Amended	JAN '16	JUL '16	JUL '16
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14

DRAWING AUTHORISED FOR PUBLICATION INGA CONDRIE AUTHORISED 15/04/2014			
DESIGN	Std Dwg WG	DATE	June '12
DRAWN	CPD - P&D	DATE	June '12
CHECKED	V.M	DATE	April '13
ASSET ENGINEERING MANAGER STRATEGIC ASSET MANAGEMENT DESIGN APPROVED			
VICKI MARTIN SIGNATURE ON ORIGINAL			
PRINCIPAL PLANNING OFFICER URBAN DESIGN			
DRAWING FILENAME	BSD-5052 (B) Multi bike rack - Installation - Sheet 3 of 3.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-566-5		

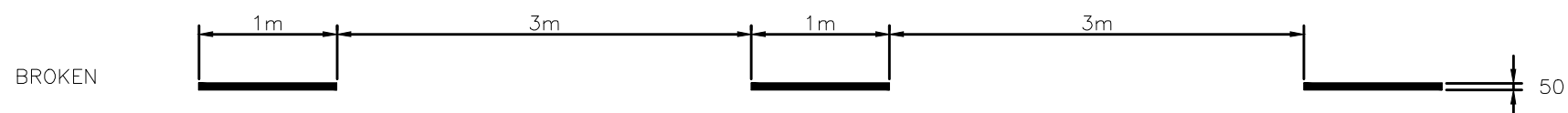


BRISBANE CITY COUNCIL STANDARD DRAWING

MULTI BIKE RACK – INSTALLATION SHEET 3 OF 3

SCALE: NOT TO SCALE
DWG No: **BSD-5052**
ORIGINAL SIZE: A3 REVISION: B

CENTRE LINES



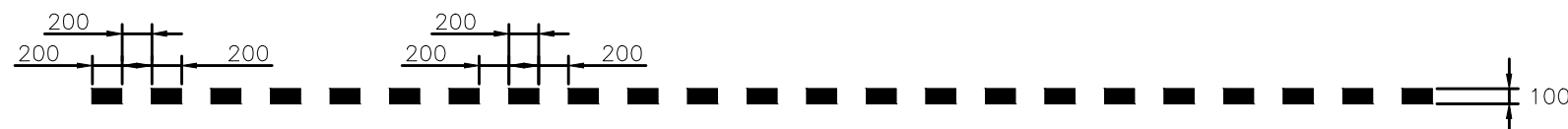
UNBROKEN



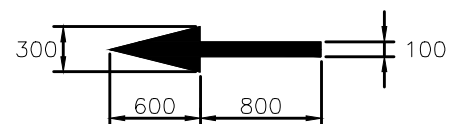
STOP LINES



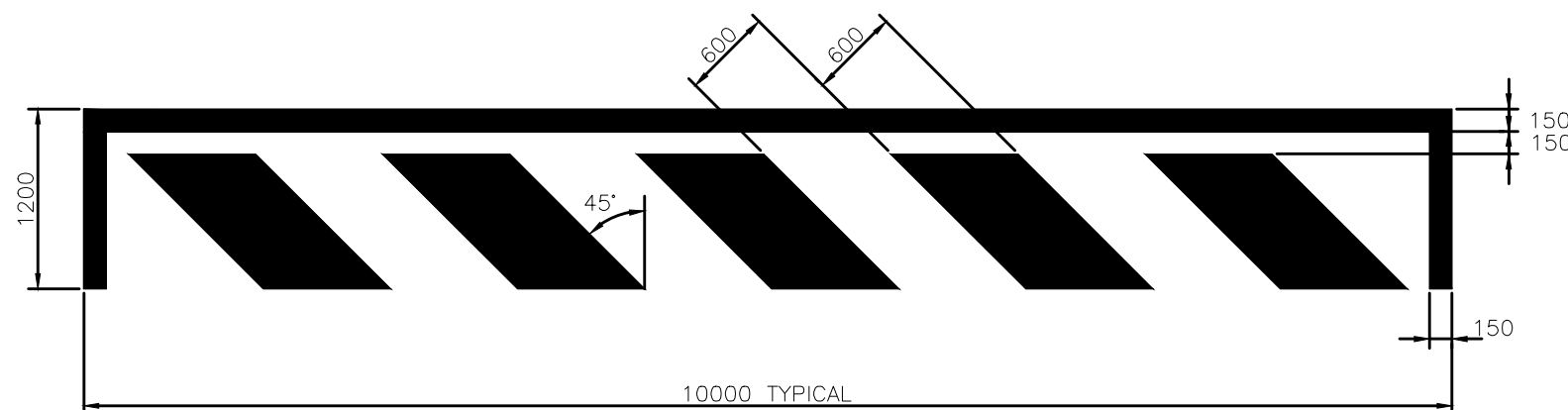
GIVE WAY LINES



PAVEMENT ARROW



CROSSING DIAGONALS



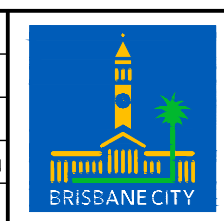
NOTES:

1. MARKINGS TO BE COMPLETED IN YELLOW, SKID RESISTANT PAVEMENT MARKING MATERIAL.
2. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
B	Drawing Title Amended	JAN '16	JUL '16	JUL '16
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14

DRAWING AUTHORISED FOR PUBLICATION
 P. COTTON SIGNATURE ON ORIGINAL
 DATED 21/03/06 R.P.E.O. 2546
 ASSET ENGINEERING MANAGER
 STRATEGIC ASSET MANAGEMENT
 DESIGN APPROVED
 B. HANSEN SIGNATURE ON ORIGINAL
 DATED 02/03/06
 PRINCIPAL ENGINEER
 STRATEGIC INFRASTRUCTURE MANAGEMENT

DESIGN	Std Dwgs WG	DATE	Sept '04
DRAWN	CPD - P&D	DATE	Sept '04
CHECKED	CA (GMc)	DATE	Nov '05
DRAWING FILENAME	BSD-5101(B) Bike lane pavement markings (on road bike lanes).dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-851		



BRISBANE CITY COUNCIL STANDARD DRAWING

BIKE LANE PAVEMENT MARKINGS (ON ROAD BIKE LANES)

SCALE: NOT TO SCALE
 DWG No: **BSD-5101**
 ORIGINAL SIZE: A3
 REVISION: B

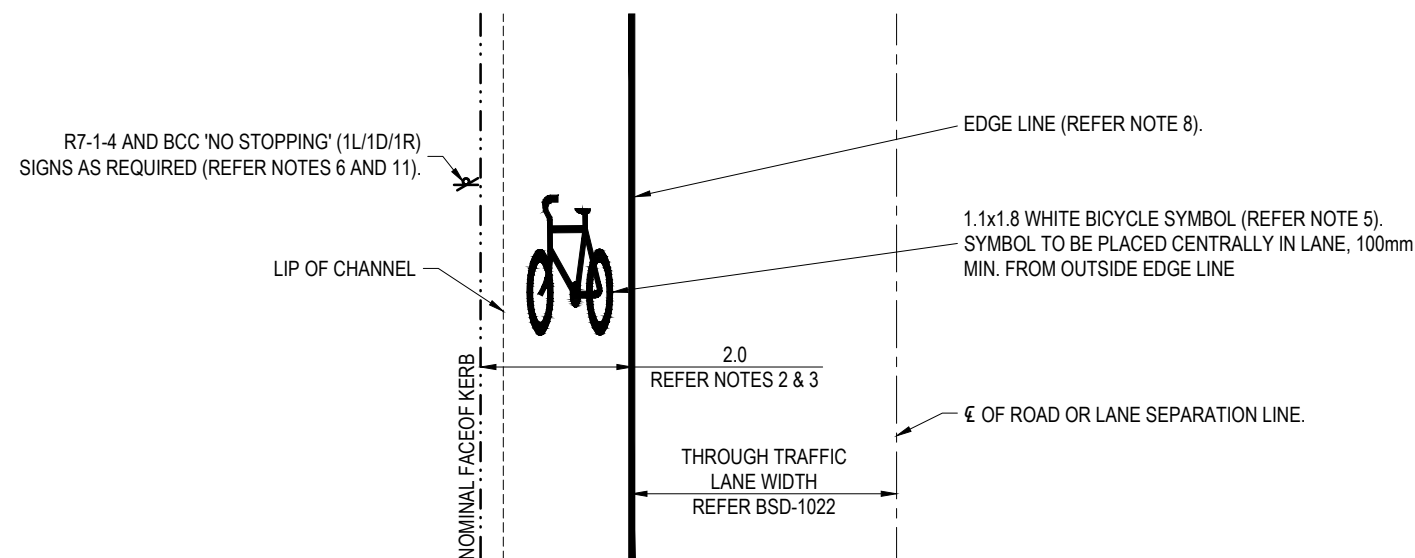


FIGURE 1

REGULATORY BICYCLE LANES WITH PARKING NOT PERMITTED
(MUST INCLUDE R7-1-4 BICYCLE LANE SIGNS)

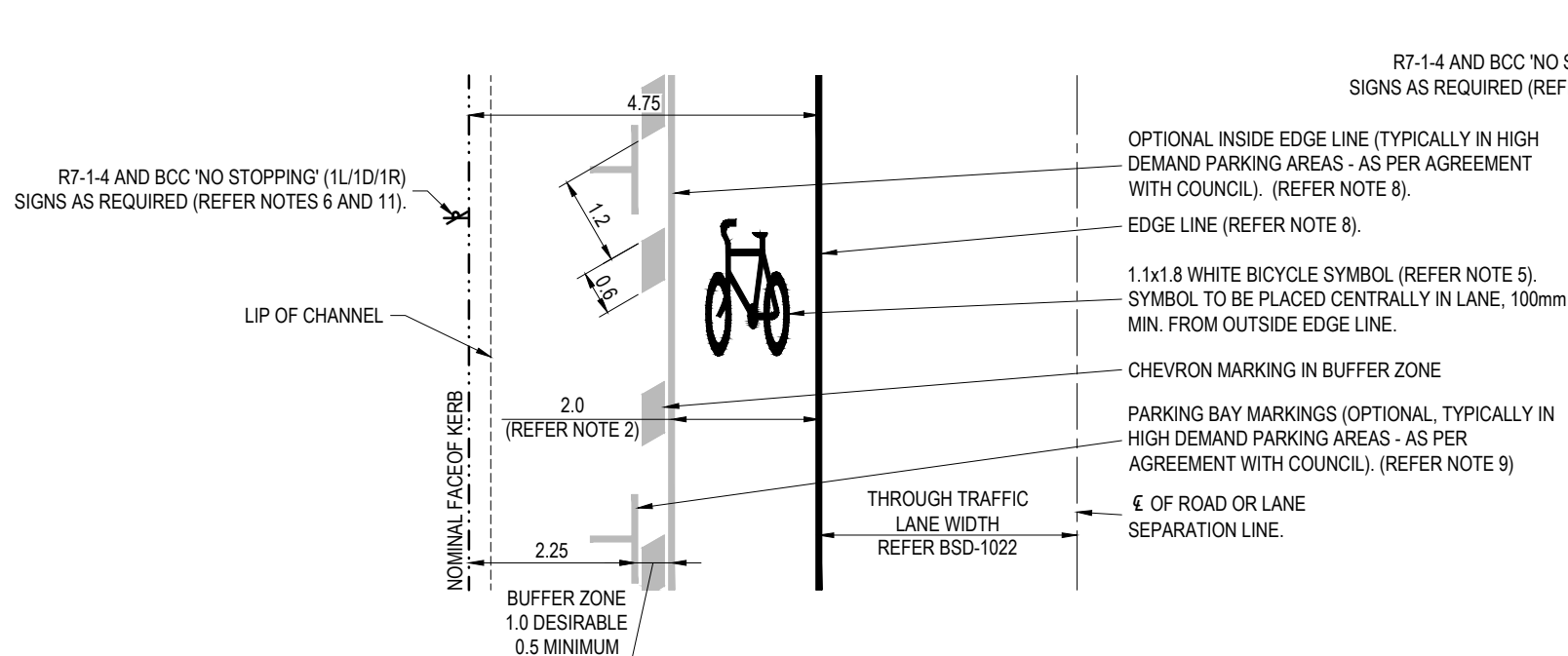


FIGURE 2

REGULATORY BICYCLE LANES WITH KERBSIDE PARKING PERMITTED
(MUST INCLUDE R7-1-4 'BICYCLE LANE' SIGNS)

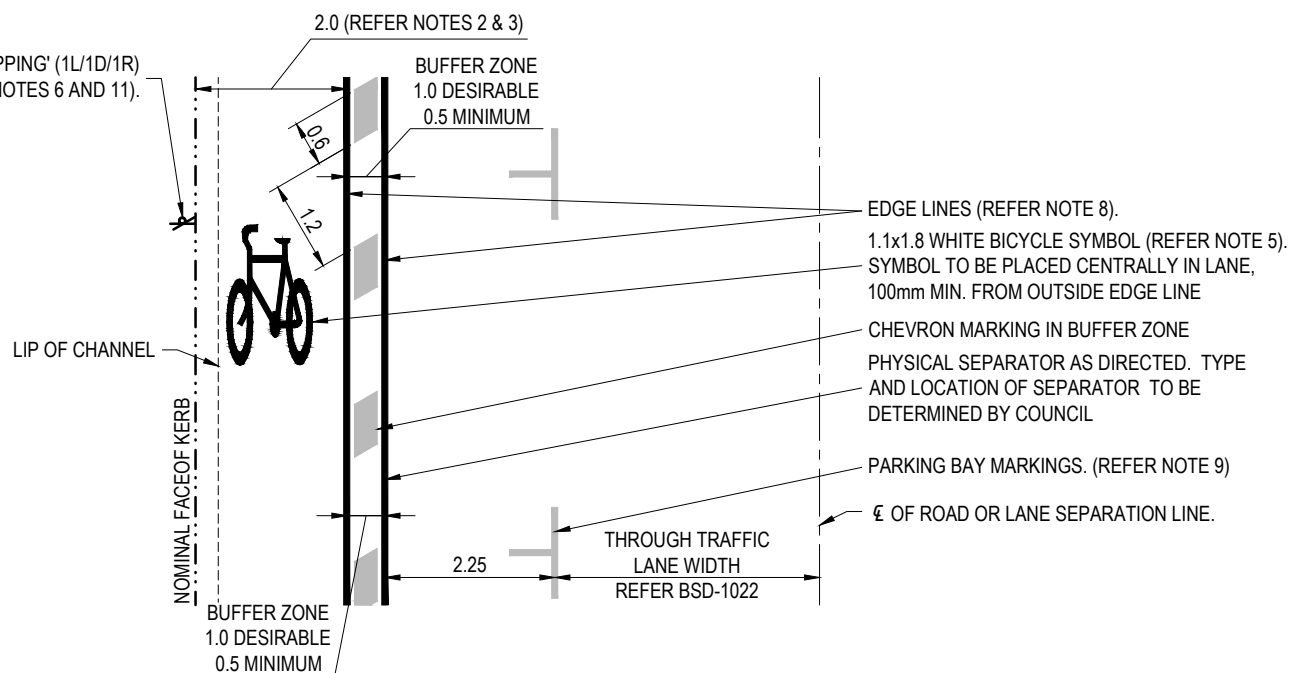


FIGURE 3

REGULATORY KERBSIDE BICYCLE LANES WITH PARKING PERMITTED
CROSS-SECTION ONLY TO BE USED IN LOCATIONS AGREED BY COUNCIL
(MUST INCLUDE R7-1-4 BICYCLE LANE SIGNS)

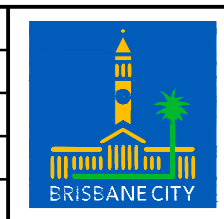
NOTES:

1. THE WIDTH OF THE CHANNEL IS TO BE INCLUDED AS PART OF THE BICYCLE LANE WIDTH ONLY WHERE IT DOES NOT POSE A POTENTIAL SAFETY CONCERN INCLUDING:
 - a. EDGE DROP-OFF BETWEEN THE PAVEMENT AND CHANNEL SURFACES; OR
 - b. STEEP OR ABRUPT CHANGE IN CROSSFALL SLOPES; OR
 - c. HAZARDS IN AND ADJACENT TO THE KERB AND CHANNEL; OR
 - d. THE LIKELIHOOD OF BICYCLE PEDALS STRIKING THE KERB.
2. ABSOLUTE MINIMUM **NEGOTIABLE** BICYCLE LANE WIDTH IS 1.5m.
3. FOR BICYCLE LANES ADJACENT TO THE KERB (FIGURE 1), THE MINIMUM WIDTH IS TO BE MEASURED FROM NOMINAL FACE OF KERB AND IS TO BE 1.2m MEASURED FROM THE LIP OF THE CHANNEL (BOTH CRITERIA MUST BE MET WHEN CHANNEL IS PRESENT).
4. FIGURE 3 CROSS-SECTION ONLY TO BE USED IN LOCATIONS AGREED BY COUNCIL
5. BICYCLE SYMBOLS ARE TO BE WHITE. SYMBOLS TO BE AS PER AS1742.9, FIGURE 2.2(1) AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 9 (HARMONISED). SYMBOLS TO BE SPACED AT 200m INTERVALS MAXIMUM.
6. SIGNS (R7-1-4) FOR REGULATORY BICYCLE LANES TO BE INSTALLED AT 400m INTERVALS MAX. PARKING REGULATION SIGNS TO BE INSTALLED TO MATCH KERBSIDE ALLOCATION REQUIREMENTS.
7. MEASUREMENTS SHOWN ARE TO THE CENTRE OF LINES.
8. REFER BSD-3151 FOR EDGE LINE DETAILS.
9. REFER BSD-3161 FOR PARKING BAY MARKING DETAILS.
10. PAVEMENT MARKINGS TO BE INSTALLED IN LONGLIFE PAVEMENT MARKING MATERIAL. MARKINGS TO HAVE ANTI-SLIP/SKID MATERIAL APPLIED TO SURFACE. THERMOPLASTIC MATERIALS ARE NOT TO BE USED. REFER BCC REFERENCE SPECIFICATION FOR CIVIL ENGINEERING WORKS S155 ROAD PAVEMENT MARKINGS FOR PAVEMENT MARKING MATERIALS DETAILS.
11. REFER BSD-3101 FOR BCC PARKING REGULATION SIGNS AND SIGN CODES.
12. ALL DIMENSIONS IN METRES (U.N.O.).

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
D	Kerbside Bicycle Lane with Parking Option (Figure 3) & Buffer Zone Added, Notes Reviewed	MAR '19	APR '19	
C	Additional Notes, Bicycle Lane Widths Amended.	JUL '18	JUL '18	NOV '18
B	Bike Awareness Zones Removed, Drawing Title Amended	JUN '16	JUL '16	JUL '16
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14

DRAWING AUTHORISED FOR PUBLICATION
P. COTTON SIGNATURE ON ORIGINAL DATED 21/03/06 R.P.E.Q. 2546
ASSET ENGINEERING MANAGER STRATEGIC ASSET MANAGEMENT
DESIGN APPROVED
B. HANSEN SIGNATURE ON ORIGINAL DATED 13/03/06
PRINCIPAL ENGINEER STRATEGIC ASSET MANAGEMENT

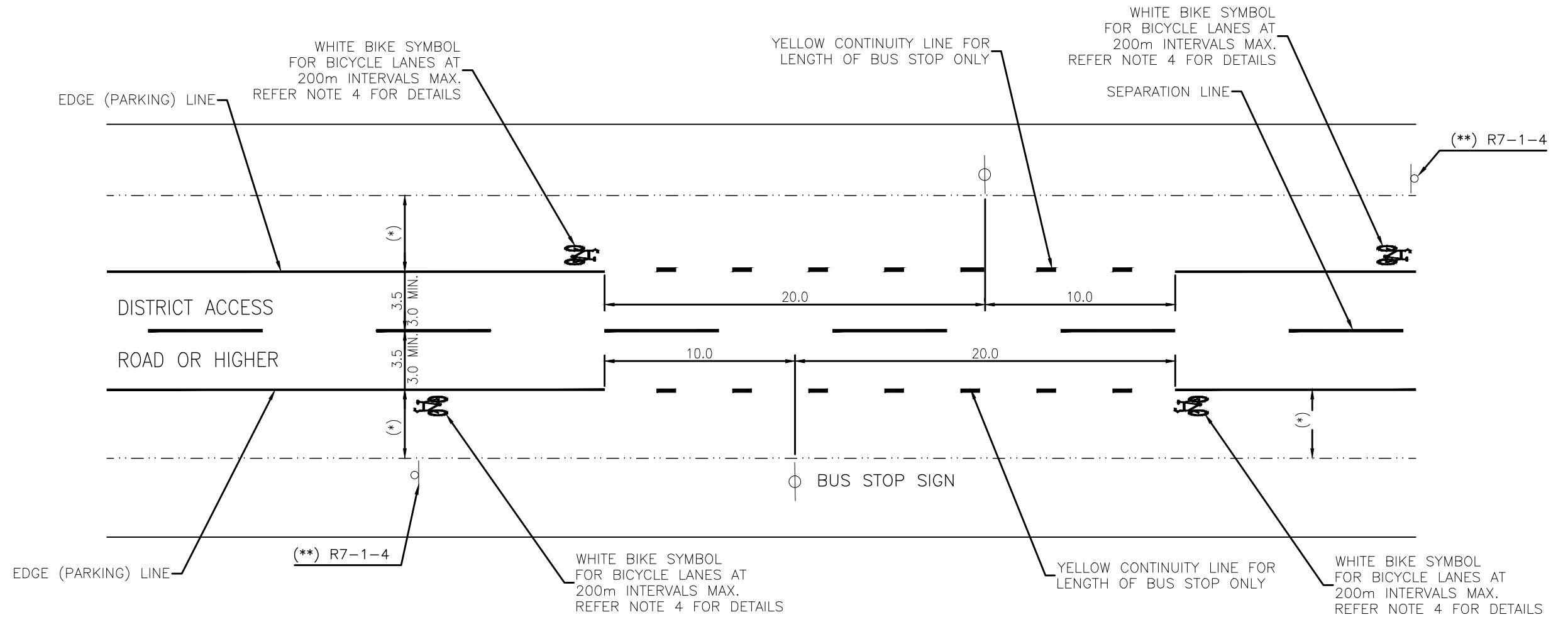
DESIGN	Std Dwg	WG	DATE	Oct '98
DRAWN	CPD	- P&D	DATE	Nov '04
CHECKED	CA	GMC	DATE	Nov '05
DRAWING FILENAME	BSD-5102 (D) Bicycle Lane Widths On-Carriageway.dwg			
ASSOCIATED PLANS	SUPERSEDES UMS-861			



BRISBANE CITY COUNCIL STANDARD DRAWING

BICYCLE LANE WIDTHS ON-CARRIAGEWAY (RETROFIT)

SCALE: NOT TO SCALE
DWG No: BSD-5102
ORIGINAL SIZE: A3
REVISION: D



TYPICAL BUS STOP TREATMENT

LEGEND:



WHITE BICYCLE SYMBOL. REFER NOTES 4 & 5

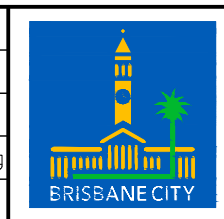
NOTES:

- (*)=REFER TO BSD-5102 FOR WIDTH OPTIONS.
- (**)=SPACING FOR BIKE LANE SIGNS 200m TYPICAL, 400m MAX. ALL INTERSECTIONS TO BE SIGNED ACCORDING TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
- PLACE BIKE SYMBOL AT COMMENCEMENT OF YELLOW BUS STOP CONTINUITY LINE.
- ALL BICYCLE SYMBOLS ON ROADWAY TO BE 1.1x1.8 AS PER MUTCD PART 9, FIG 2.2.
- BICYCLE LANE BICYCLE SYMBOLS TO BE WHITE, BIKE AWARENESS ZONES BICYCLE SYMBOLS TO BE YELLOW. ALL SYMBOLS IN LONGLIFE PAVEMENT MARKING MATERIAL – REFER BCC REFERENCE SPECIFICATION FOR CIVIL ENGINEERING WORKS S155 ROAD PAVEMENT MARKING FOR PAVEMENT MARKING MATERIALS DETAILS. THERMOPLASTIC MATERIALS ARE GENERALLY NOT PREFERRED.
- REFER BSD-3151 FOR ALL LONGITUDINAL LINE DETAILS AND BSD-3152 FOR ALL TRANSVERSE LINE DETAILS.
- ALL DIMENSIONS IN METRES (U.N.O.).

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
B	Bike Awareness Zones Removed	JUN '16	JUL '16	JUL '16
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14

DRAWING AUTHORISED FOR PUBLICATION
 P. COTTON SIGNATURE ON ORIGINAL
 DATED 21/03/06 R.P.E.Q: 2546
 ASSET ENGINEERING MANAGER
 STRATEGIC ASSET MANAGEMENT
 DESIGN APPROVED
 B. HANSEN SIGNATURE ON ORIGINAL
 DATED 02/03/06
 PRINCIPAL ENGINEER
 STRATEGIC ASSET MANAGEMENT

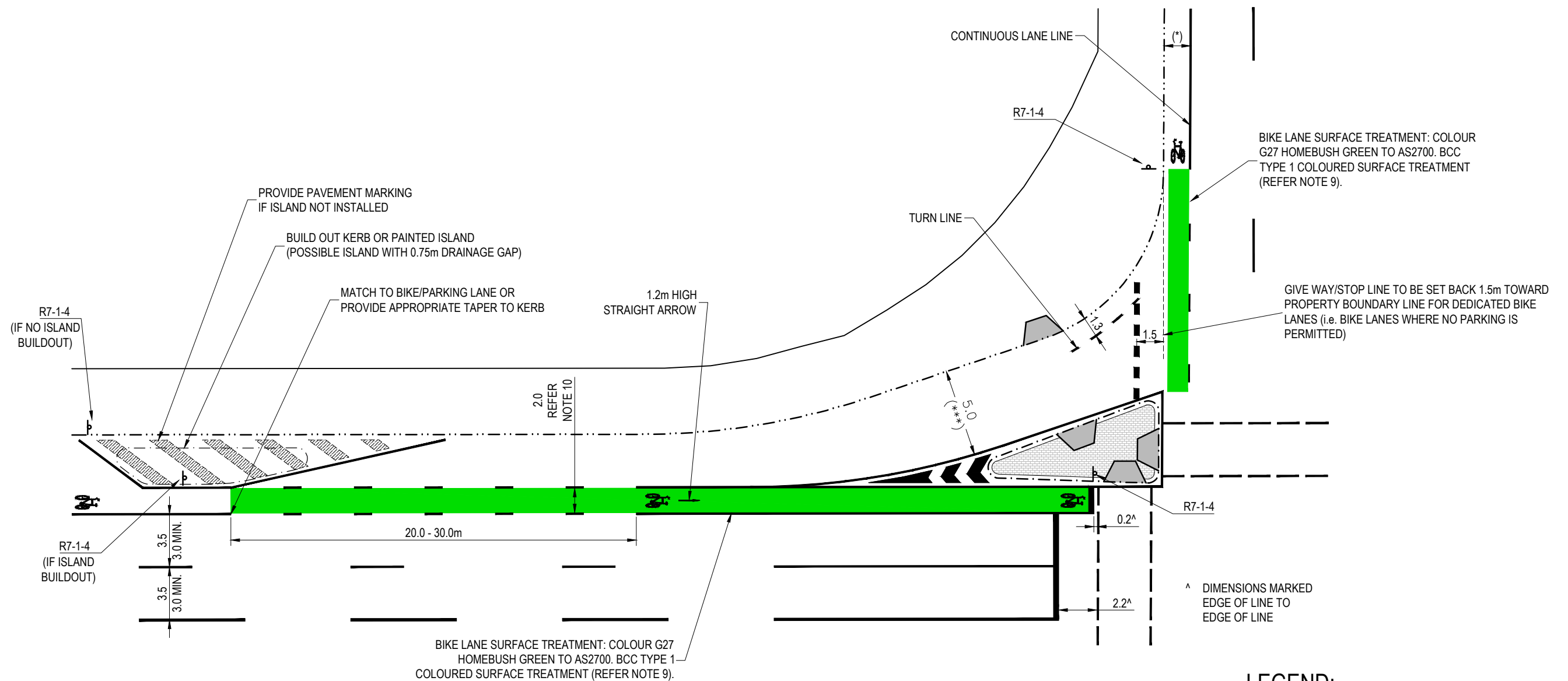
DESIGN	Std Dwg's WG	DATE	April '99
DRAWN	EPO - P&D	DATE	Nov '04
CHECKED	CA GMC	DATE	Nov '05
DRAWING FILENAME	BSD-5103 (A) Bike lanes & awareness zones, markings at bus stops.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-874		



BRISBANE CITY COUNCIL STANDARD DRAWING

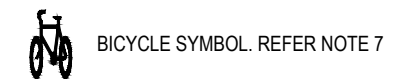
BIKE LANES AT BUS STOPS

SCALE: NOT TO SCALE
 DWG No. **BSD-5103**
 ORIGINAL SIZE: A3 REVISION: B



TYPICAL SIGNALISED INTERSECTION TREATMENT AT LEFT TURN SLIP LANE

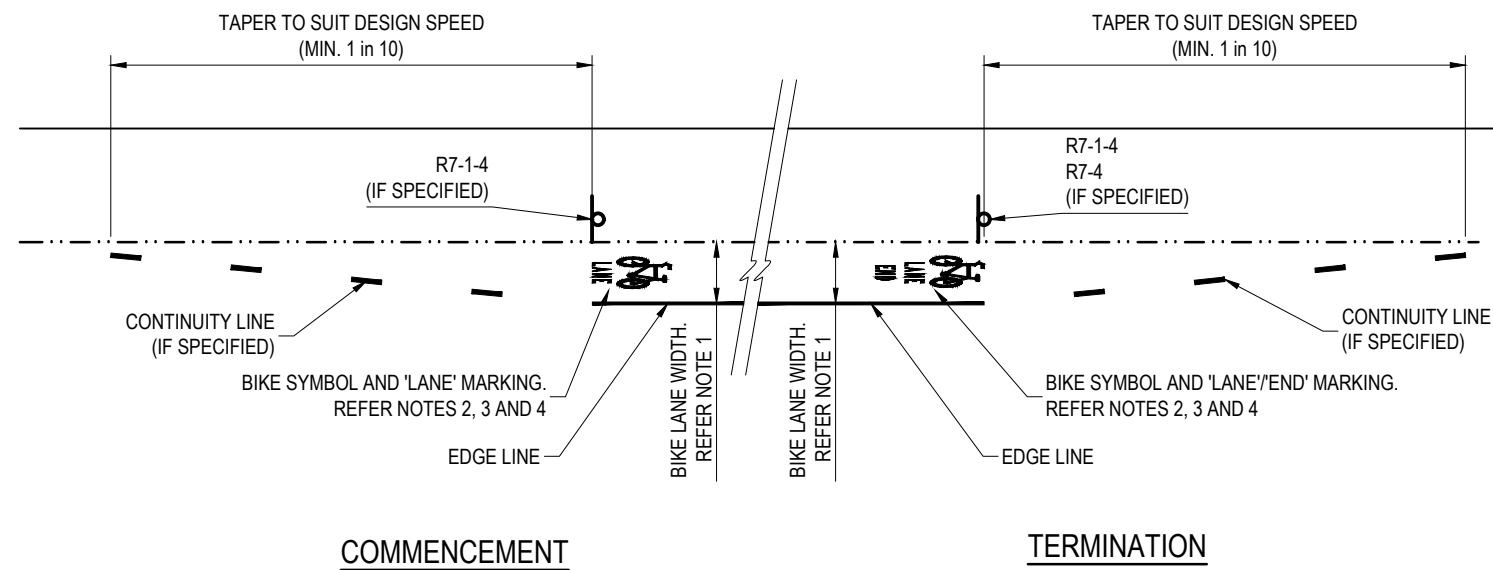
LEGEND:



NOTES:

- (*)=REFER TO BSD-5102 FOR BIKE LANE WIDTH OPTIONS.
- KERBSIDE LANE MAY BE REPLACED BY A WIDE KERB LANE OF 4.0m MIN. TO A ROAD SPEED OF 60km/h OR 4.5m MIN. TO A ROAD SPEED OF 80km/h OR A PATH PROVIDED ON THE FOOTPATH IF SPACE IS LIMITED.
- (**) = SPACING FOR BIKE LANE SIGNS 200m TYPICAL, 400m MAX.
- (***) = LANE WIDTH MAY BE VARIED SUBJECT TO TURNING PATH OF DESIGN VEHICLE.
- ALL SIGNIFICANT INTERSECTIONS TO BE SIGNED IN ACCORDANCE WITH THE AS1742 AND/OR QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
- <100m BIKE LANE, USE WHITE SYMBOLS
>100m BIKE LANE, USE SIGNS AS PER AS1742 AND/OR MUTCD AND WHITE SYMBOLS.
- BICYCLE SYMBOLS TO BE 1.1 x 1.8 AS PER AS1742.9, FIG 2.2(1).
- REFER BSD-3151 FOR ALL LONGITUDINAL LINE DETAILS AND BSD-3152 FOR ALL TRANSVERSE LINE DETAILS.
- REFER BCC REFERENCE SPECIFICATION FOR CIVIL ENGINEERING WORKS S155 ROAD PAVEMENT MARKINGS FOR TYPE 1 COLOURED PAVEMENT TREATMENT SPECIFICATION.
- REFER TO BSD-5102 FOR RETROFIT BIKE LANE WIDTH.
- ALL DIMENSIONS IN METRES (U.N.O.).

				DRAWING AUTHORISED FOR PUBLICATION				BRISBANE CITY COUNCIL STANDARD DRAWING				
				P COTTON SIGNATURE ON ORIGINAL DATED 21/03/06 R.P.E.O. 2546	DESIGN	Std Dwg WG	DATE	Dec '96	BIKE LANES AT SIGNALISED INTERSECTION, LEFT TURN SLIP LANE SCALE: NOT TO SCALE DWG No. BSD-5104 ORIGINAL SIZE: A3 REVISION: C			
C	Notes 5, 6 & 7 Updated - Reference to MUTCD, Note 10 Added (Bike Lane Widths)	JAN '19	APR '19	ASSET ENGINEERING MANAGER STRATEGIC ASSET MANAGEMENT	DRAWN	CPD - P&D	DATE	Nov '04				
B	Note 9 Cross-reference Updated	JUL '18	JUL '18	NOV '18	CHECKED	CA (GMc)	DATE	Nov '05				
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14	DRAWING FILENAME	BSD-5104 (C) Bike lanes at signalised intersection, left turn slip lane.dwg						
ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE	ASSOCIATED PLANS	SUPERSEDES UMS-877						
					PRINCIPAL ENGINEER STRATEGIC ASSET MANAGEMENT							



TYPICAL BICYCLE LANE COMMENCEMENT AND TERMINATION DETAIL

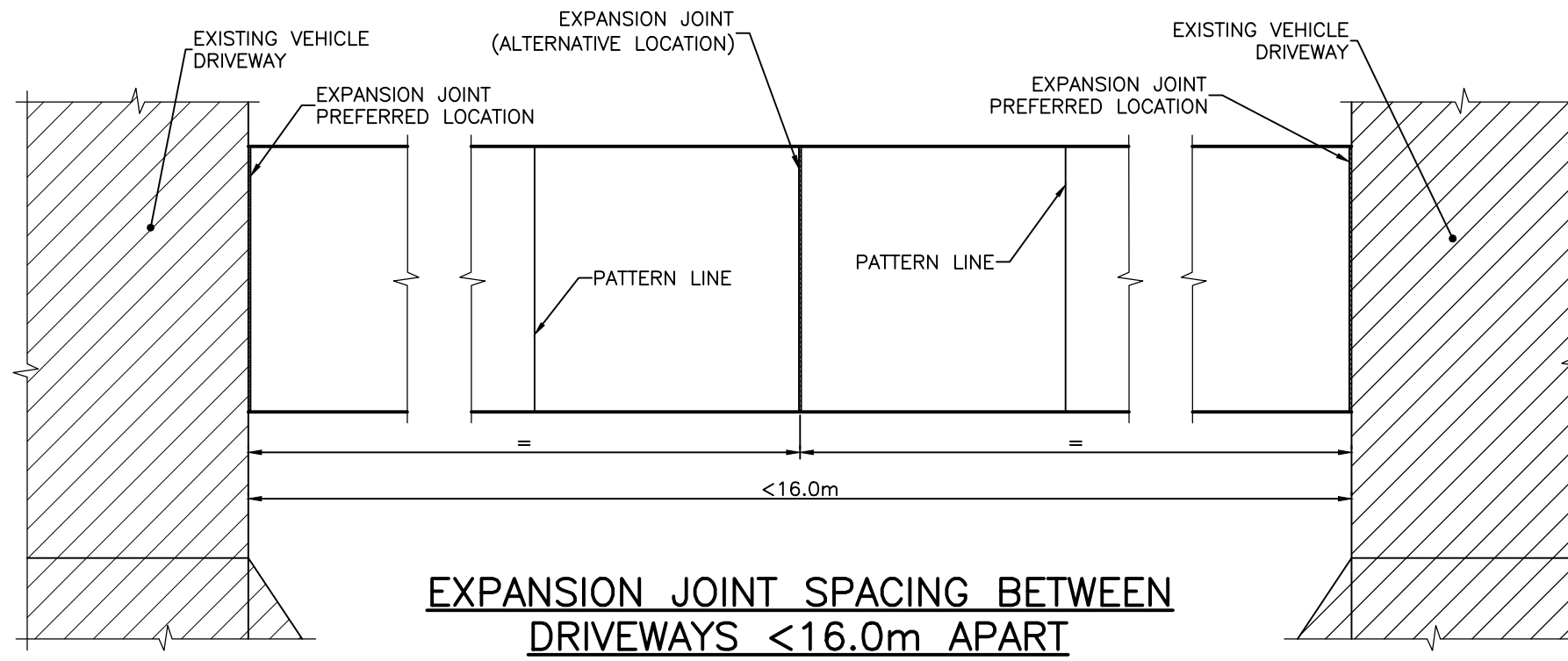
NOTES:

1. REFER BSD-5102 FOR BIKE LANE WIDTHS.
2. ALL BICYCLE SYMBOLS ON ROADWAY TO BE 1.1 x 1.8 AS PER AS1742.9, FIGURES 2.2(1).
3. 'LANE' AND 'END' MARKINGS AS PER AS1742.9, FIGURES 2.2(2) AND 2.2(3).
4. BICYCLE LANE BICYCLE SYMBOLS AND 'LANE'/'END' LETTERING TO BE WHITE.
5. ALL MARKINGS IN LONGLIFE PAVEMENT MARKING MATERIAL - REFER BCC REFERENCE SPECIFICATION FOR CIVIL ENGINEERING WORKS S155-ROAD PAVEMENT MARKING FOR PAVEMENT MARKING MATERIALS DETAILS. THERMOPLASTIC MATERIALS ARE NOT TO BE USED.
6. REFER BSD-3151 FOR ALL LONGITUDINAL LINE DETAILS.
7. ALL DIMENSIONS IN METRES (U.N.O.).

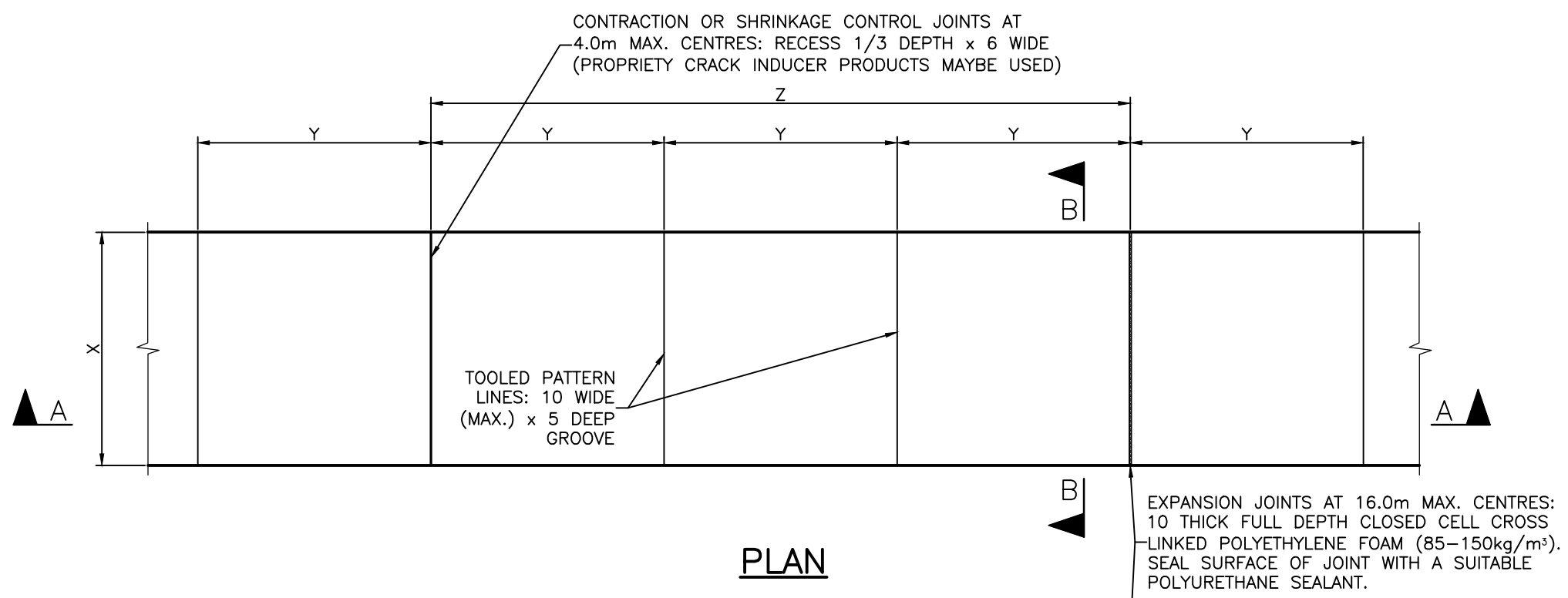
LEGEND:



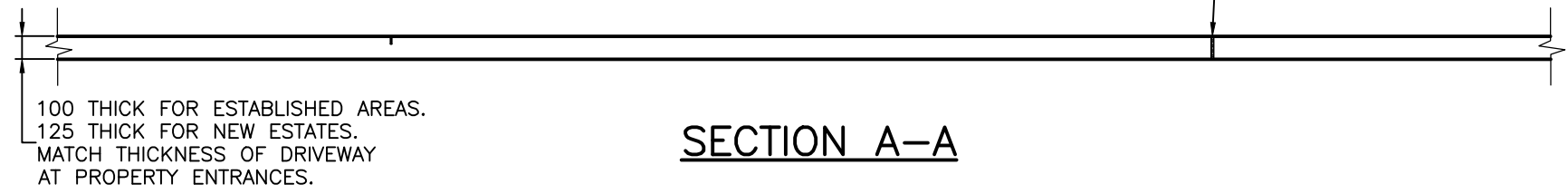
					DRAWING AUTHORISED FOR PUBLICATION P. COTTON SIGNATURE ON ORIGINAL R.P.E.D.: 2546				DESIGN	Std Dwgs WG	DATE	Sept '06	BRISBANE CITY COUNCIL STANDARD DRAWING BIKE LANES COMMENCEMENT AND TERMINATION DETAILS			SCALE NOT TO SCALE	
					ASSET ENGINEERING MANAGER STRATEGIC ASSET MANAGEMENT				DRAWN	CPD - P&D	DATE	Sept '06				DWG No. BSD-5105	
					DESIGN APPROVED B HANSEN SIGNATURE ON ORIGINAL DATED 06/08/07				CHECKED	CITY ASSETS BH	DATE	July '06	ORIGINAL SIZE A3		REVISION C		
					PRINCIPAL ENGINEER STRATEGIC ASSET MANAGEMENT				DRAWING FILENAME	BSD-5105 (C) Bike lanes & awareness zones, commencement and termination details.dwg							
									ASSOCIATED PLANS	SUPERSEDES UMS-878							
C	Drawing Reviewed to Align with AS1742.9	JAN '19	APR '19	APR '19													
B	Bike Awareness Zones Removed, Drawing Title Amended	JUN '16	JUL '16	JUL '16													
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14													
ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE													



EXPANSION JOINT SPACING BETWEEN DRIVEWAYS <math><16.0\text{m}</math> APART



PLAN



SECTION A-A

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
B	Sheet 2 of 2 Added, Additional Path Width Details Included	MAY '17	MAY '17	MAY '17
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14

DRAWING AUTHORISED FOR PUBLICATION
 B. BALL SIGNATURE ON ORIGINAL
 DATED 29/6/01 R.P.E.Q. 3852
 ASSET ENGINEERING MANAGER
 STRATEGIC ASSET MANAGEMENT
DESIGN APPROVED
 B. HANSEN SIGNATURE ON ORIGINAL
 DATED 27/6/01
 PRINCIPAL ASSET OFFICER
 ROADS & DRAINAGE

DESIGN	Std Dwgs WG	DATE	April '01
DRAWN	CPO - P&D	DATE	April '01
CHECKED	M.STEER	DATE	May '01
DRAWING FILENAME	BSD-5201 (A) Concrete footpath 1.2m wide.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-231		



BRISBANE CITY COUNCIL STANDARD DRAWING

CONCRETE FOOTPATH DETAILS
SHEET 1 OF 2

SCALE	
ORIGINAL SIZE	REVISION
A3	B

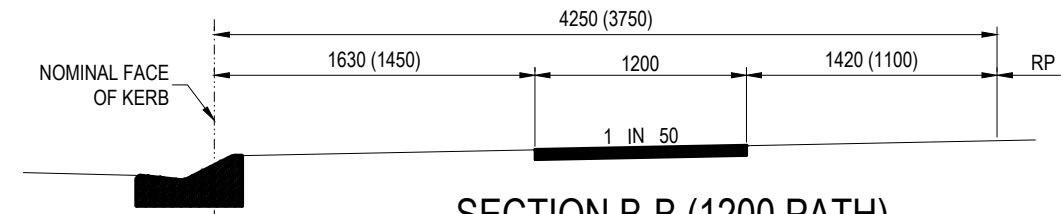
NOT TO SCALE
BSD-5201

NOTES:

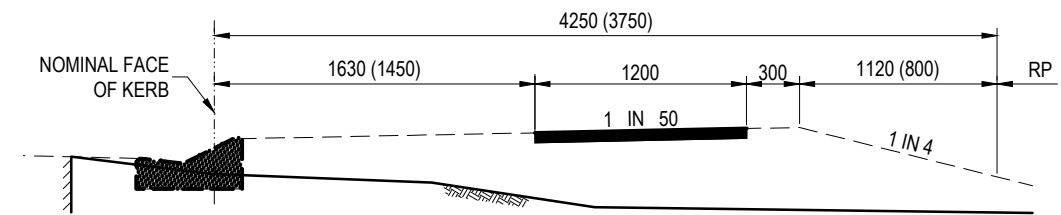
1. THE SPECIFIED PAVEMENT STANDARD DOES NOT APPLY TO POOR SUBGRADE. REFER SUPPLEMENTARY NOTES (BSD-0019) FOR DETAIL.
2. ALL CONCRETE TO BE GRADE N32.
3. ALL CONCRETE TO BE BROOM FINISHED. FOR SLIP RESISTANCE REQUIREMENTS REFER SPECIFICATION S150 ROADWORKS.
4. PATTERN LINES TO BE FINISHED WITH APPROVED GROOVING TOOL. SETOUT OF PATTERN LINES TO BE SQUARE TO SIDES. ON CURVES PATTERN LINES TO BE AT DIMENSION 'Y' SPACING ALONG CENTRELINE.
5. WHERE CONCRETE PATH IS TO BE CONSTRUCTED ADJACENT TO EXISTING STREET TREES, AN ARTICULATED JOINT SYSTEM MAY BE USED TO MINIMISE POTENTIAL DAMAGE FROM TREE ROOTS. REFER BSD-5204 FOR DETAILS.
6. CONCRETE FOOTPATH TO BE LOCATED CLEAR OF WATER SERVICE MAIN.
7. CONCRETE FOOTPATHS TO BE A CONSTANT HEIGHT ABOVE THE TOP OF KERB. THE REGIONAL MANAGER, ASSET SERVICES, MAY VARY THE STANDARD CONSTANT HEIGHT IF THE DESIGN FOOTPATH PROFILE IS NOT PRACTICAL. THE TAPERING OF SUCH CONCRETE FOOTPATHS TO DRIVEWAYS IS TO BE A MINIMUM 5.0m LENGTH WITH A MAXIMUM GRADE OF 1 in 12.
8. WHERE VERGE WIDTH EXCEEDS 4.25m, DESIRABLE POSITION OF CONCRETE STRIP FOOTPATH IS 1.42m FROM PROPERTY ALIGNMENT. IN DIFFICULT SITUATIONS CROSSFALL MAY REQUIRE CONCRETE STRIP FOOTPATH CLOSER TO THE KERB, BUT NOT CLOSER THAN 1.45m.
9. EXISTING CONCRETE WORK TO BE SAW CUT TO PROVIDE NEAT SURFACE TO JOIN TO.
10. PROVIDE MIN. 1 in 10 TRANSITION BETWEEN DIFFERENT PATH WIDTHS.
11. PERMITS RELATING TO ROADS AND DRAINAGE MUST BE OBTAINED FROM COMPLIANCE AND REGULATORY SERVICES (DOMESTIC LOCATIONS) OR DEVELOPMENT ASSESSMENT (NON-DOMESTIC LOCATIONS) TO SEEK APPROVAL OF LOCATION AND LEVELS PRIOR TO ANY EXCAVATION.
12. REFER BSD-5202 FOR FULL WIDTH FOOTPATH CONSTRUCTION REQUIREMENTS.
13. DIMENSIONS IN MILLIMETRES (U.N.O.).

WIDTH (X)	1.2m*	1.8m	Full Width
PATTERN LINE SPACING (Y)	1.2m	1.8m	Refer BSD-5202
CONTRACTION JOINT SPACING (Z)	3.6m	5.4m	
EXPANSION JOINT SPACING (MAX)	16.0m		

**TABLE 1
CONCRETE FOOTPATH JOINTING
REQUIREMENTS**

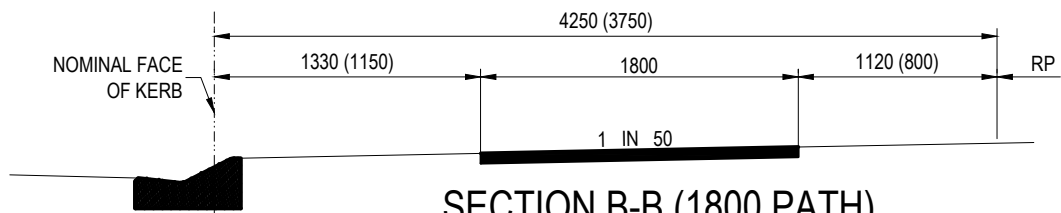


**SECTION B-B (1200 PATH)
(WHERE K&C EXISTS)**

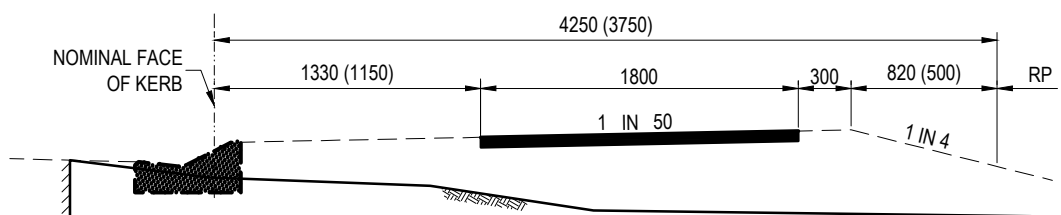


**SECTION B-B (1200 PATH)
(WHERE NO K&C EXISTS)**

CONCRETE FOOTPATH TO BE CONSTRUCTED WITH RESPECT TO ULTIMATE KERB AND CHANNEL ALIGNMENT AND LEVELS AS APPROVED BY DEVELOPMENT SERVICES.



**SECTION B-B (1800 PATH)
(WHERE K&C EXISTS)**

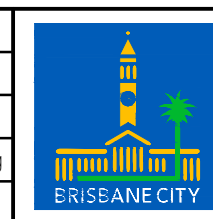


**SECTION B-B (PATH)
(WHERE NO K&C EXISTS)**

CONCRETE FOOTPATH TO BE CONSTRUCTED WITH RESPECT TO ULTIMATE KERB AND CHANNEL ALIGNMENT AND LEVELS AS APPROVED BY DEVELOPMENT SERVICES.

B	Note 2 (Concrete Strength Amend), Note 7 (Council Ref Amend)	MAY '18	JUN '18	JUN '18
A	Original Issue - Additional Sheet o BSD-5201	MAY '17	MAY '17	MAY '17
ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE

DRAWING AUTHORISED FOR PUBLICATION			
DESIGN	Std Dwgs WG	DATE	May '17
DRAWN	SAMP	DATE	May '17
CHECKED	SAMP	DATE	MAY '17
DRAWING FILENAME	BSD-5201 (B) Concrete footpath - Notes and cross-sections - Sheet 2 of 2.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-231		
ASSET ENGINEERING MANAGER STRATEGIC ASSET MANAGEMENT DESIGN APPROVED PRINCIPAL ENGINEER STRATEGIC ASSET MANAGEMENT PLANNING			



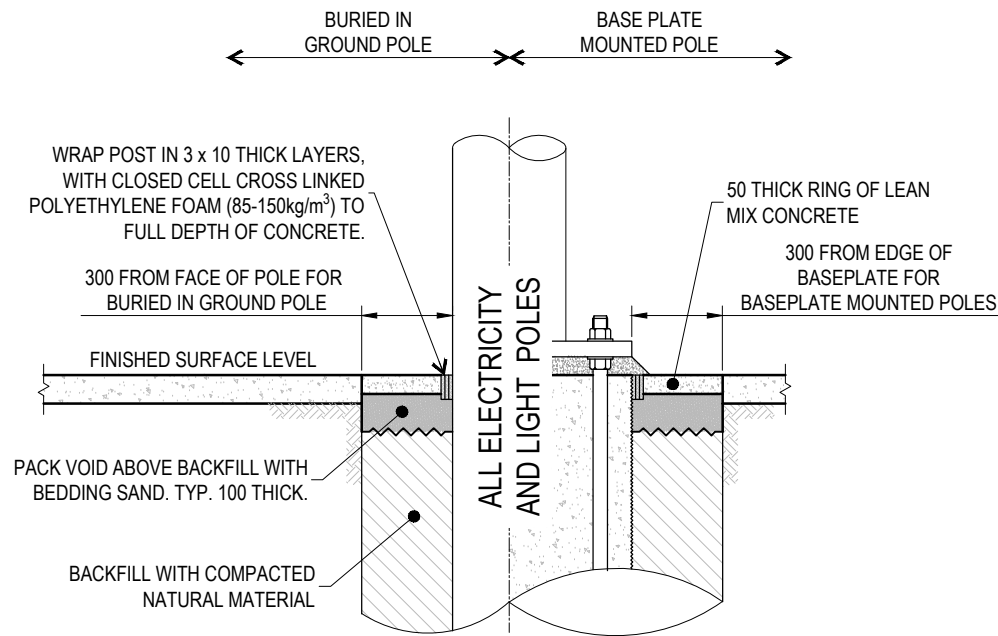
BRISBANE CITY COUNCIL STANDARD DRAWING

SCALE: NOT TO SCALE

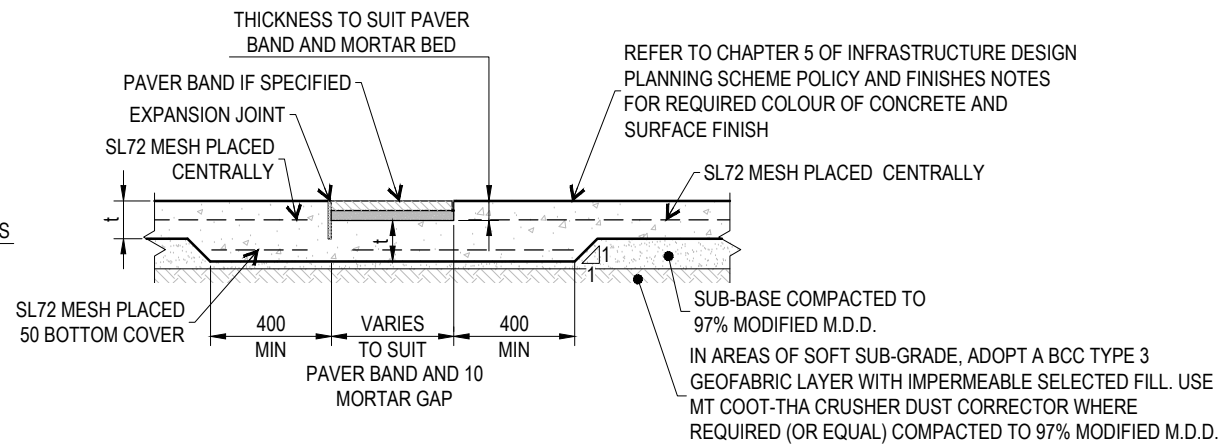
DWG No. **BSD-5201**

ORIGINAL SIZE: **A3** REVISION: **B**

**CONCRETE FOOTPATH
NOTES AND CROSS-SECTIONS
SHEET 2 OF 2**



DETAIL 'A'
INSPECTION ACCESS FOR ELECTRICITY AND LIGHT POLES



SECTION A-A

THICKNESS (t):
125 MIN. IN ALL AREAS
MATCH THICKNESS OF DRIVEWAY AT PROPERTY ENTRANCES

FINISHES

REFER TO CHAPTER 5, INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY FOR REQUIRED CONCRETE COLOUR AND SURFACE FINISH. REQUIREMENTS FOR EACH SURFACE FINISH SHOWN BELOW:

BROOM FINISH

ENSURE SURFACE HAS A MEDIUM BROOM FINISH PERPENDICULAR TO DIRECTION OF PEDESTRIAN TRAVEL TO COMPLY WITH SLIP RESISTANCE REQUIREMENTS.

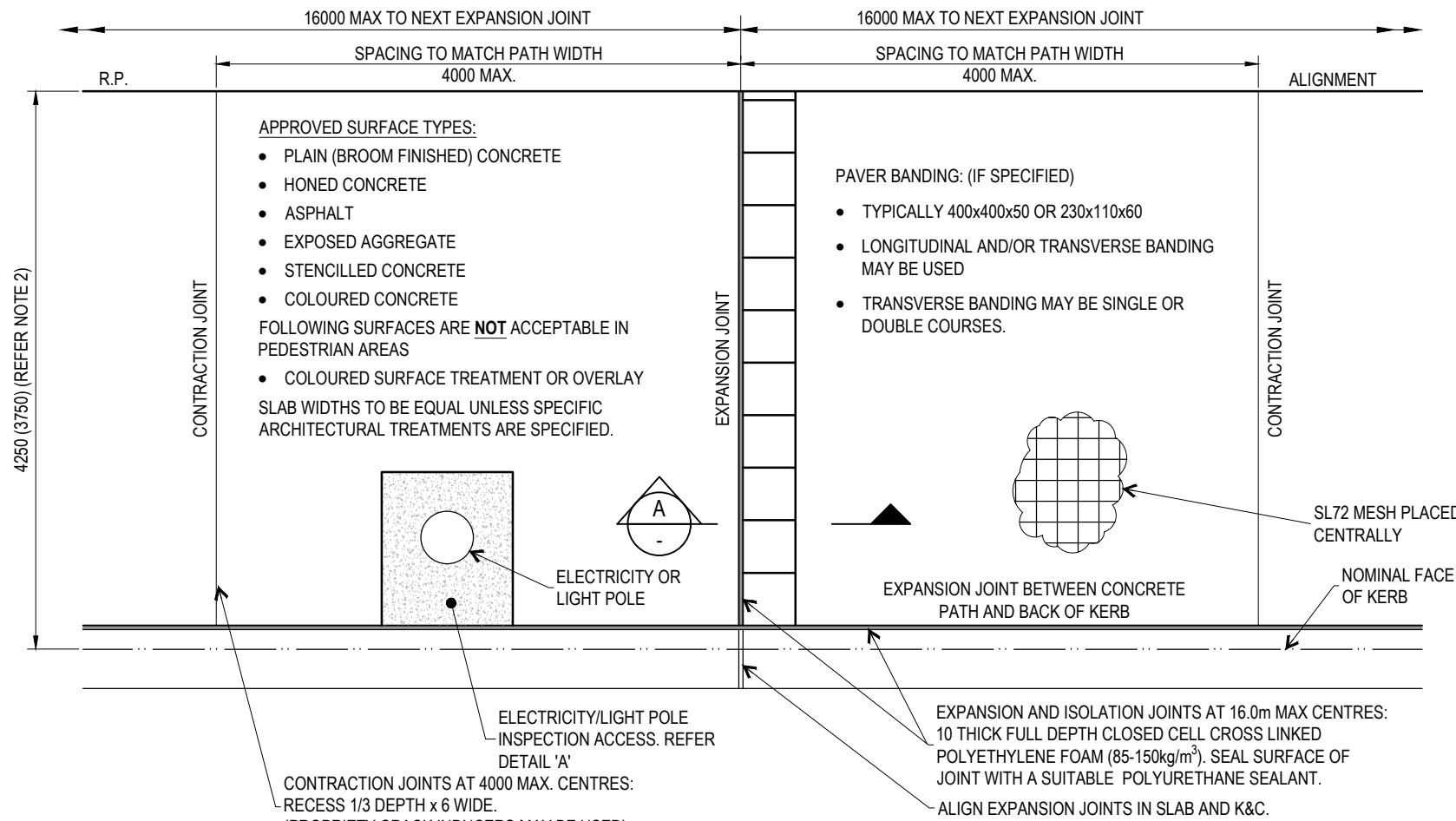
EXPOSED AGGREGATE FINISH

EXPOSED AGGREGATE FINISH USING A WATER WASH-OFF TECHNIQUE IN ACCORDANCE WITH CURRENT CEMENT AND CONCRETE ASSOCIATION OF AUSTRALIA - BRIEFING SHEET 'EXPOSED-AGGREGATE FINISHES FOR FLATWORK'. SHOW AT LEAST 80% CLEAN, EVENLY DISTRIBUTED AGGREGATE. ALL AGGREGATE SHALL BE WELL BONDED TO THE CEMENT MATRIX.

THE RESULTANT RESIDUE FROM THE TREATED SURFACE SHALL BE REMOVED IMMEDIATELY FROM THE PAVEMENT AND ANY PREVIOUSLY TREATED AREAS AND IS TO BE PREVENTED FROM ENTERING GARDEN BEDS OR THE STORMWATER SYSTEM.

HONED FINISH

REFER TO STANDARD DRAWINGS BSD-5207 TO BSD-5207 AND REFERENCE SPECIFICATION FOR CIVIL ENGINEERING WORKS S205 CBD CONCRETE FOOTPATHS FOR DETAIL.




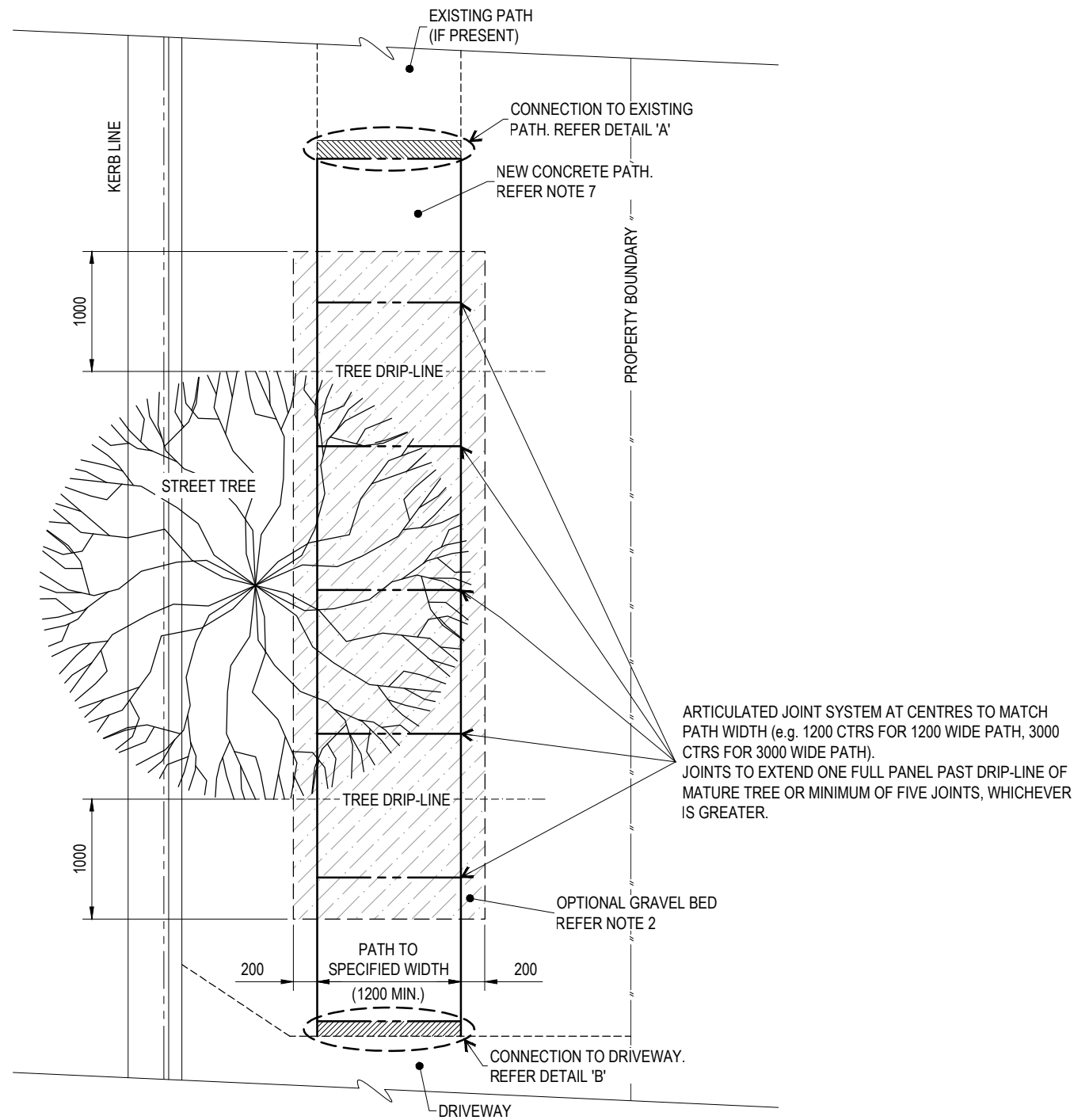
PLAN

GENERAL NOTES:

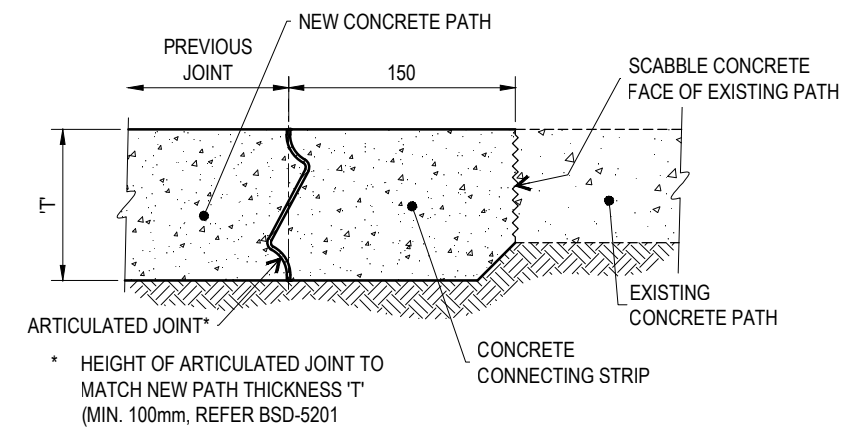
1. THE SPECIFIED PAVEMENT STANDARD DOES NOT APPLY TO POOR SUBGRADE. REFER SUPPLEMENTARY NOTES (BSD-0019) FOR DETAIL.
2. VERGE WIDTH IS MEASURED FROM NOMINAL KERB FACE.
3. ALL WORKMANSHIP AND MATERIALS TO COMPLY WITH CURRENT AUSTRALIAN STANDARDS, IN PARTICULAR AS3600.
4. PATHS TO COMPLY WITH AUSTRALIAN STANDARDS AND COUNCIL REQUIREMENTS FOR ACCESS AND MOBILITY, PARTICULARLY AS1428.
5. ALL CONCRETE TO BE MINIMUM GRADE N32. CONCRETE SHALL BE NORMAL CLASS UNLESS SPECIFIED OTHERWISE.
6. FOR CONCRETE MATERIAL REQUIREMENTS, REFER REFERENCE SPECIFICATION FOR ENGINEERING WORKS S150 ROADWORKS, AND S205 CBD CONCRETE FOOTPATHS.
7. SUPPLY AND LAY SL72 MESH FOR HIGH IMPACT OR POOR SUBGRADE/FILL AREAS. MESH TO BE SUPPORTED ON 60mm BAR CHAIRS. MESH TO OVERLAP MIN. 350mm.
8. PATH TO HAVE EVEN CROSSFALL OF 1:50 DOWN TOWARDS KERB (NOMINAL).
9. CONCRETE SHALL BE PLACED IN ALTERNATE PANELS.
10. CONTRACTION JOINTS TO BE PROVIDED IN KERB AND CHANNEL TO ALIGN WITH ALL JOINTING IN FULL WIDTH SLAB. REFER TO STANDARD DRAWING BSD-5208 FOR EXPANSION AND CONTRACTION JOINT DETAILS.
11. PERMITS RELATING TO WORKS ON ROADS, VERGES AND DRAINAGE MUST BE SOUGHT FROM COUNCIL TO OBTAIN APPROVAL OF LOCATION AND LEVELS PRIOR TO ANY EXCAVATION.
12. ENSURE STREETSCAPE ELEMENTS ARE CLEANED OF CONCRETE SLURRY OR SPRAY WHEN INSTALLED TO PREVENT STAINING OR DAMAGE TO APPLIED SURFACE.
13. REFER BSD-5201 FOR 1.2m and 1.8m WIDTH FOOTPATH CONSTRUCTION REQUIREMENTS.
14. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHALL BE ASSESSED AND ACCEPTED BY A SUITABLY QUALIFIED REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).

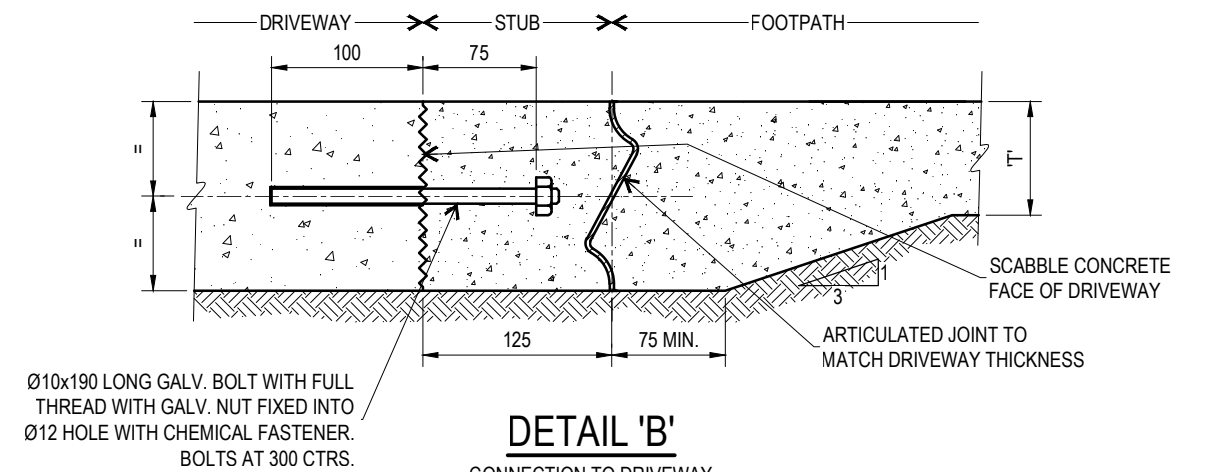
	BRISBANE CITY COUNCIL STANDARD DRAWING		PUBLISH DATE Mar '21
	CONCRETE FOOTPATH FULL WIDTH		SCALE NOT TO SCALE
			DRAWING NUMBER BSD-5202
	ORIGINAL SIZE A3	REVISION C	



PLAN
1.2m FOOTPATH EXAMPLE SHOWN)



DETAIL 'A'
CONNECTION TO EXISTING PATH



DETAIL 'B'
CONNECTION TO DRIVEWAY

ARTICULATED JOINT SYSTEM AT CENTRES TO MATCH PATH WIDTH (e.g. 1200 CTRS FOR 1200 WIDE PATH, 3000 CTRS FOR 3000 WIDE PATH). JOINTS TO EXTEND ONE FULL PANEL PAST DRIP-LINE OF MATURE TREE OR MINIMUM OF FIVE JOINTS, WHICHEVER IS GREATER.

NOTES:

1. FOR DETERMINATION OF SITES FOR THE USE OF THE ARTICULATED JOINT SYSTEM, REFER BCC 'GUIDELINES FOR THE USE OF ARTICULATED JOINTING SYSTEMS FOR CONCRETE PATHS'.
2. OPTIONAL GRAVEL BED - REFER BSD-9085. GRAVEL BED TO EXTEND MINIMUM 1000 PAST DRIP-LINE OF TREE.
3. ARTICULATED JOINT SYSTEM AT CENTRES TO MATCH PATH WIDTH (e.g. 1200 CTRS FOR 1200 WIDE PATH, 3000 CTRS FOR 3000 WIDE PATH). JOINTS TO EXTEND ONE FULL PANEL PAST DRIP-LINE OF MATURE TREE OR MINIMUM OF FIVE JOINTS, WHICHEVER IS GREATER.
4. FOR NEW DEVELOPMENTS, STREET TREE LOCATION/PLANTINGS/SPECIES TO BE CONFIRMED PRIOR TO PATH CONSTRUCTION.
5. FOR LOCATIONS WITH EXISTING STREET TREES, A QUALIFIED ARBORIST IS REQUIRED TO BE CONSULTED TO CHECK ROOT SYSTEM BEFORE INSTALLATION OF PATH. ROOT TRIMMING OR PRUNING IS ONLY TO BE CONSIDERED AS A LAST OPTION WITH APPROVAL FROM THE ARBORIST.
7. REFER TO REFERENCE SPECIFICATION S206 CONCRETE PATH ARTICULATED JOINT SYSTEM FOR JOINT MATERIAL REQUIREMENTS AND PERFORMANCE PARAMETERS.
8. STANDARD DOES NOT APPLY TO HIGHLY SIGNIFICANT TREES. CONTACT COUNCIL ON 3403 8888 FOR SPECIAL REQUIREMENTS AT THESE LOCATIONS.
9. REFER BSD-5201 FOR STANDARD FOOTPATH DETAILS AND BSD-5208 FOR EXPANSION JOINT REQUIREMENTS.
10. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

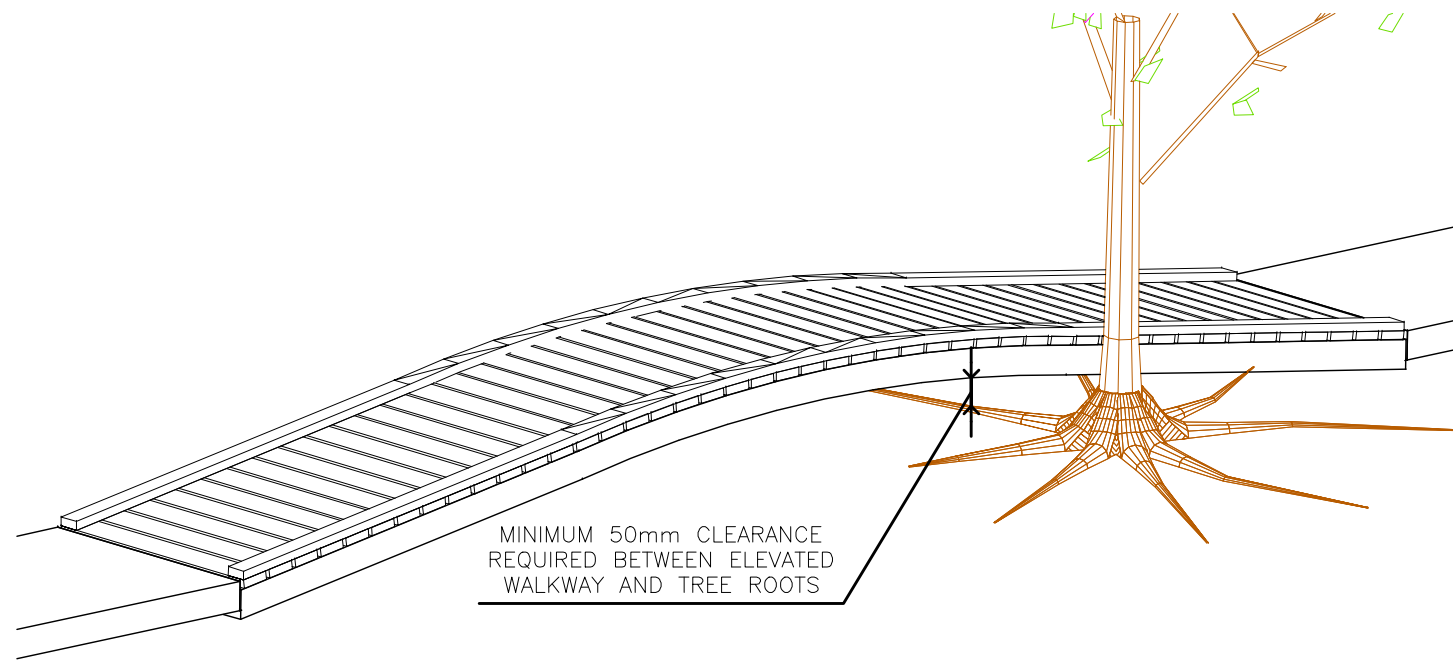
THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED DESIGNER AND/OR REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).



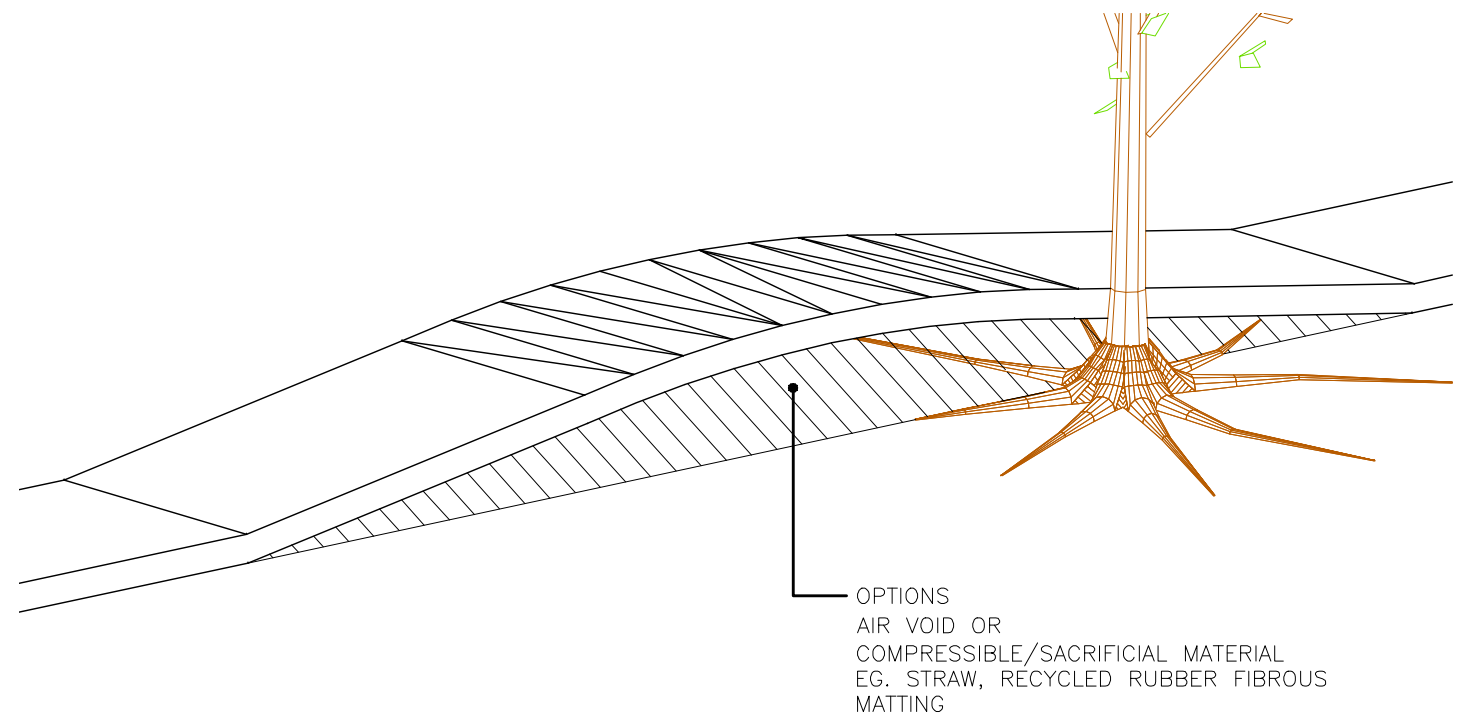
BRISBANE CITY COUNCIL STANDARD DRAWING

CONCRETE PATHS
ARTICULATED CONCRETE
JOINT DETAIL

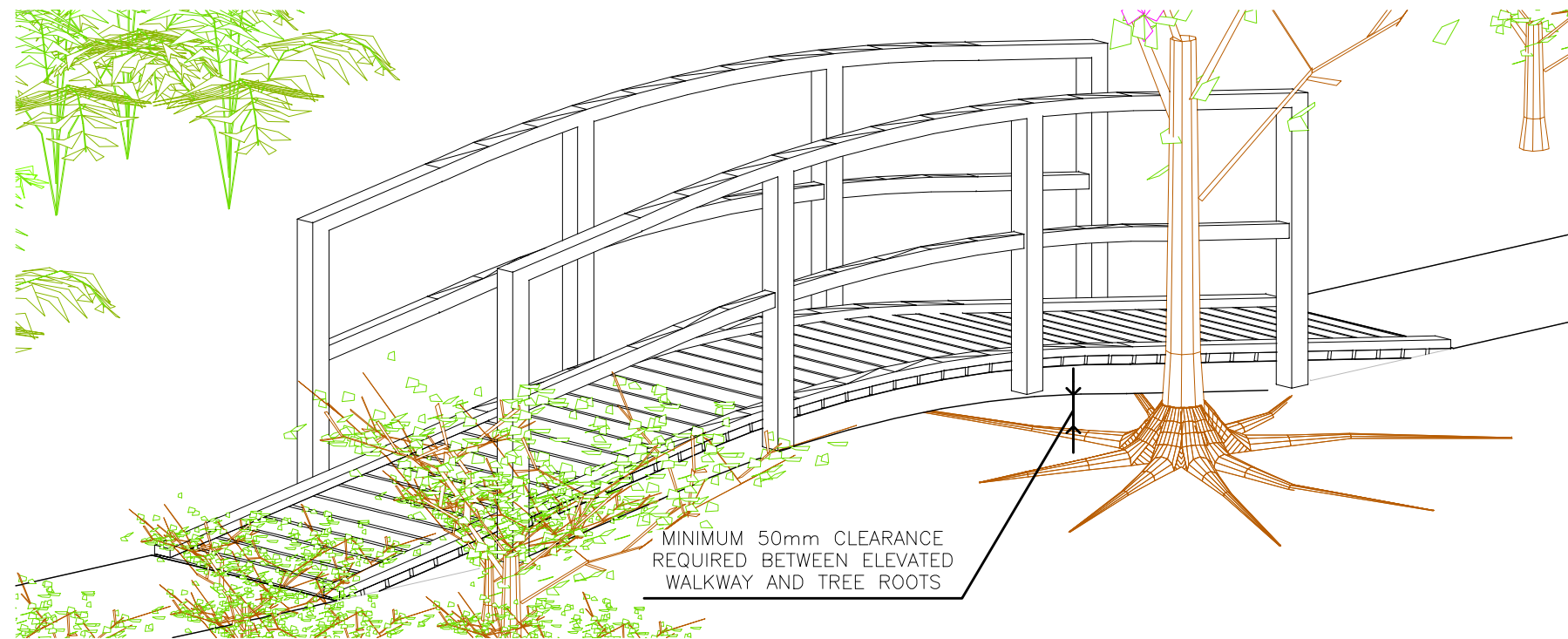
PUBLISH DATE		JUN 2023
SCALE		NOT TO SCALE
DRAWING NUMBER		BSD-5204
ORIGINAL SIZE	REVISION	
A3	E	



TIMBER ELEVATED WALKWAY
WITHOUT HANDRAILS



ELEVATED CONCRETE WALKWAY
WITHOUT HANDRAILS



TIMBER ELEVATED WALKWAY
WITH HANDRAILS

A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14
ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE

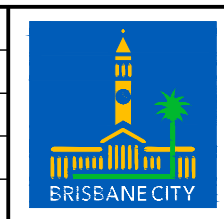
DRAWING AUTHORISED FOR PUBLICATION
P. COTTON SIGNATURE ON ORIGINAL
DATED 21/03/06 R.P.E.Q: 2546

ASSET ENGINEERING MANAGER
STRATEGIC ASSET MANAGEMENT
DESIGN APPROVED

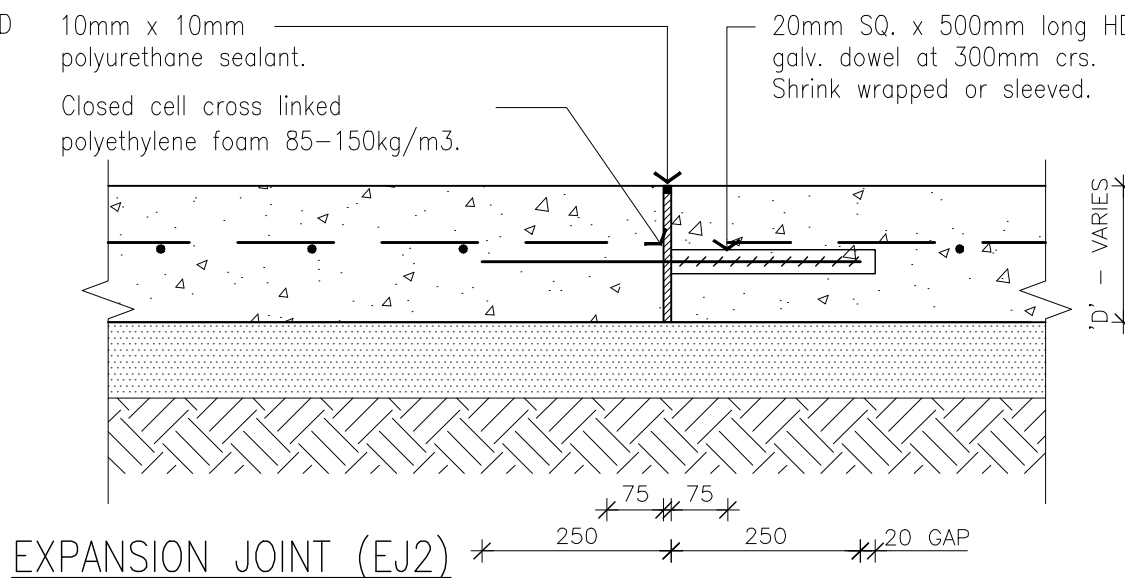
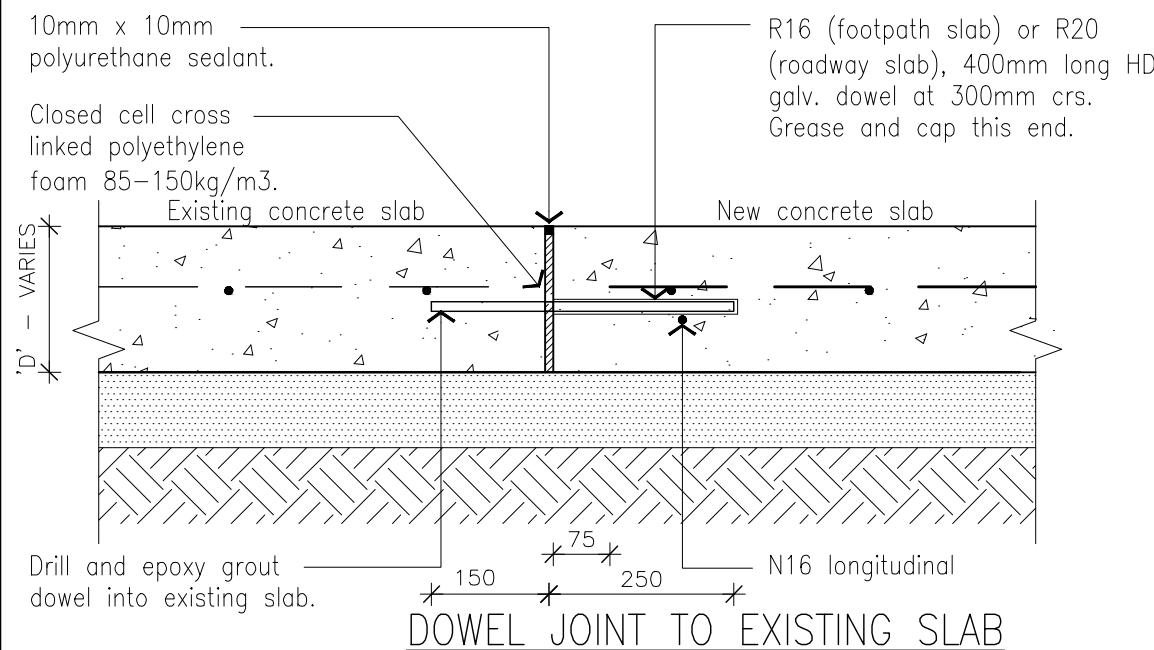
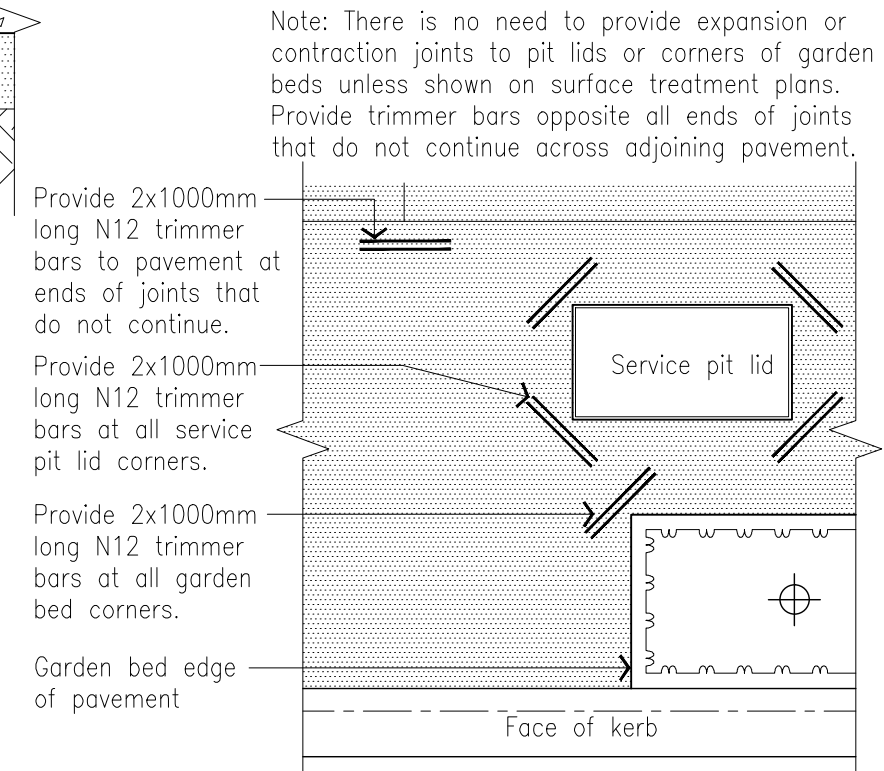
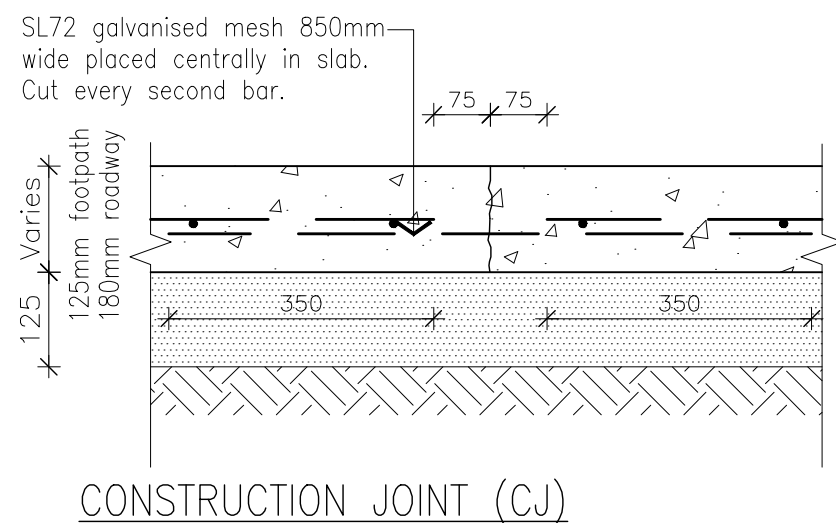
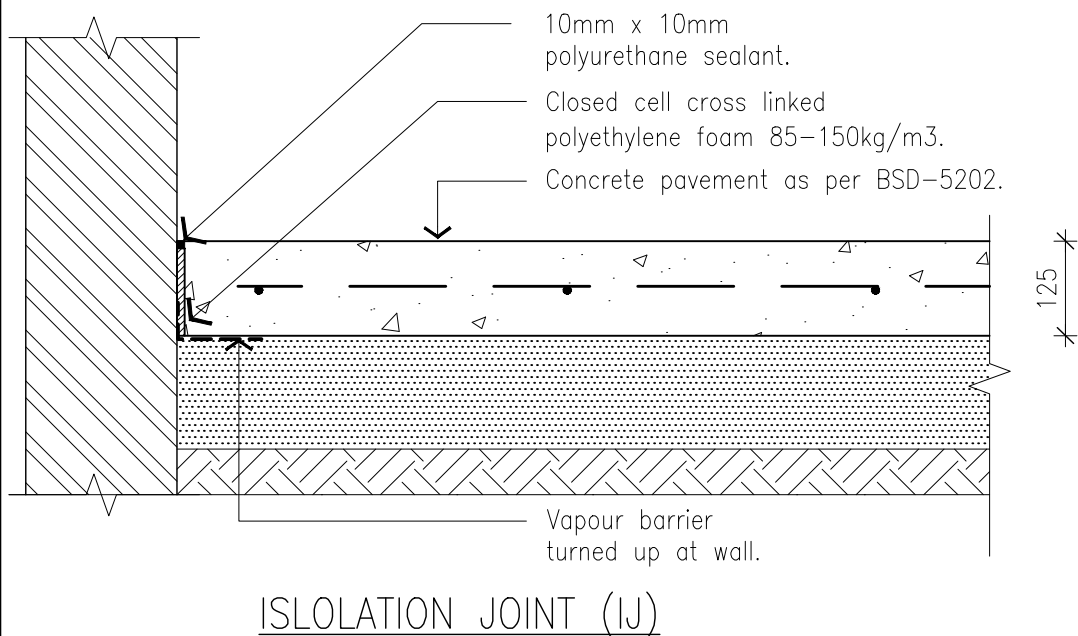
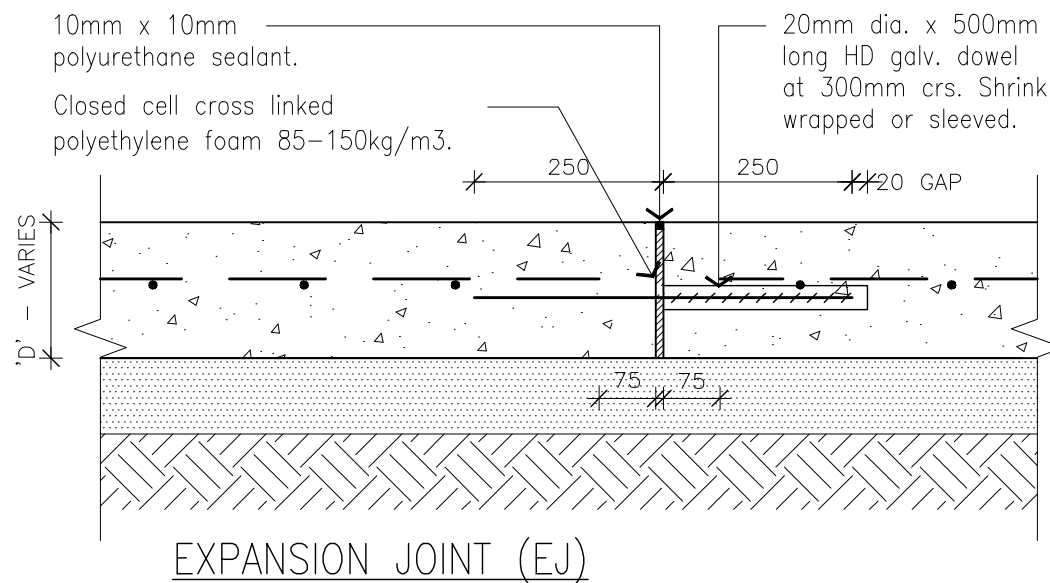
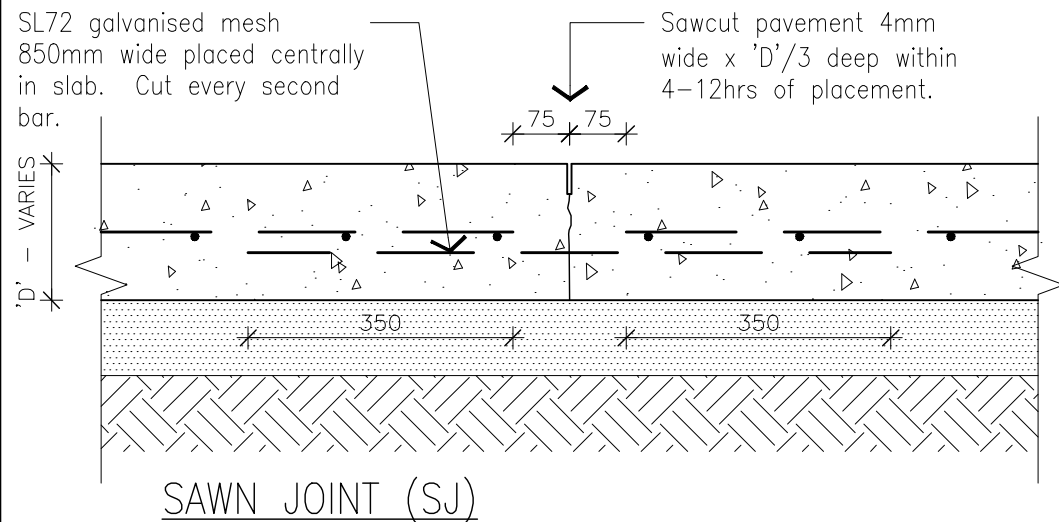
K. FOSTER SIGNATURE ON ORIGINAL
DATED 05/12/05

SENIOR PROGRAM OFFICER
LANDSCAPE AMENITY SECTION

DESIGN	Std Dwgs WG	DATE	June '02
DRAWN	CPD - P&D	DATE	June '02
CHECKED	K.FOSTER	DATE	Nov '05
DRAWING FILENAME	BSD-5205 (A) Elevated walkway with and without handrail.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-521		



BRISBANE CITY COUNCIL STANDARD DRAWING	
ELEVATED WALKWAY WITH AND WITHOUT HANDRAIL	
SCALE	NOT TO SCALE
DWG No.	BSD-5205
ORIGINAL SIZE	A3
REVISION	A



- GENERAL NOTES
1. Refer to concrete footpath detail on BSD-5202 for standard concrete notes and details.
 2. Engineer to review reinforcement type when in a marine or corrosive environment.
 3. 'D' varies depending on proposed use of footpath. 180mm thick at driveways and 125mm thick elsewhere. Refer to BSD-5202.
 4. All dowels to be perpendicular to joint and parallel to each other. Dowels to be hot dip galvanised.

STRUCTURAL DESIGN REVIEWED AND CERTIFIED FOR ISSUE
 NAME: B.BALAKUMAR SIGNATURE ON ORIGINAL RPEQ: 3 9 6 3
 SIGNATURE: _____ DATE: 28/07/10

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14

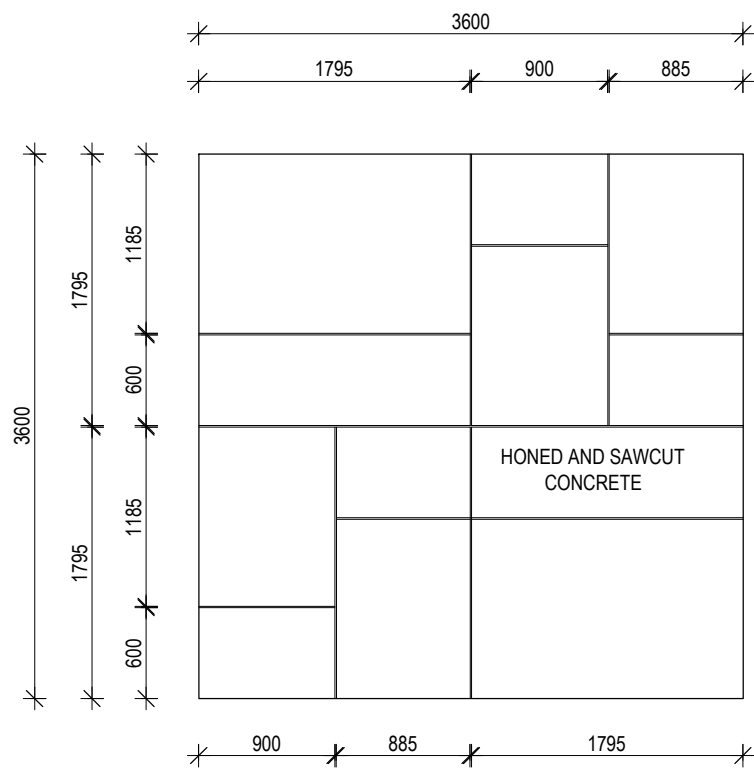
DRAWING AUTHORISED FOR PUBLICATION P.COTTON SIGNATURE ON ORIGINAL R.P.E.Q. 2546			
ASSET ENGINEERING MANAGER STRATEGIC ASSET MANAGEMENT DESIGN APPROVED V.MARTIN SIGNATURE ON ORIGINAL DATED 26/6/10			
PRINCIPAL OFFICER URBAN DESIGN UNIT			
DESIGN	Std Dwg's WG	DATE	June '10
DRAWN	CPO - P&D	DATE	June '10
CHECKED	D.K	DATE	June '10
DRAWING FILENAME	BSD-5206 (A) Concrete pavement joint details & service pit lids.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-547		



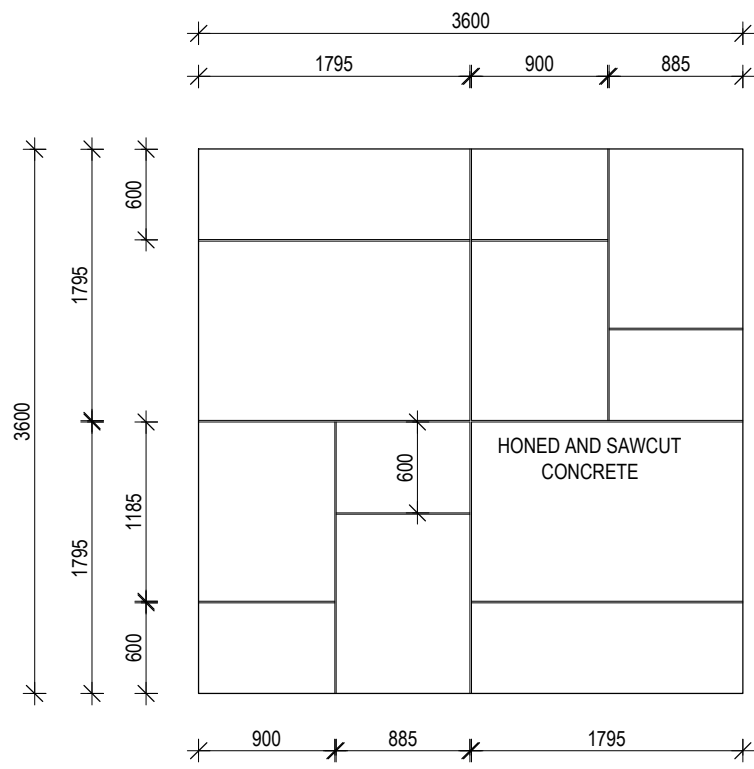
BRISBANE CITY COUNCIL STANDARD DRAWING

CONCRETE PAVEMENT JOINT DETAILS AND SERVICE PIT LIDS

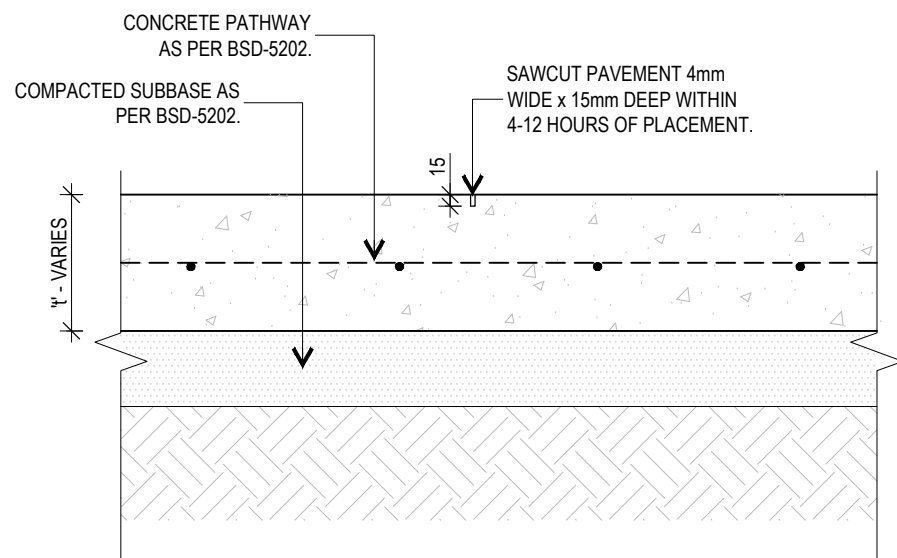
SCALE: NOT TO SCALE
 DWG No. **BSD-5206**
 ORIGINAL SIZE: A3 REVISION: A



**CONCRETE FOOTPATH - DECORATIVE
SAWCUT PATTERN A**



**CONCRETE FOOTPATH - DECORATIVE
SAWCUT PATTERN B**



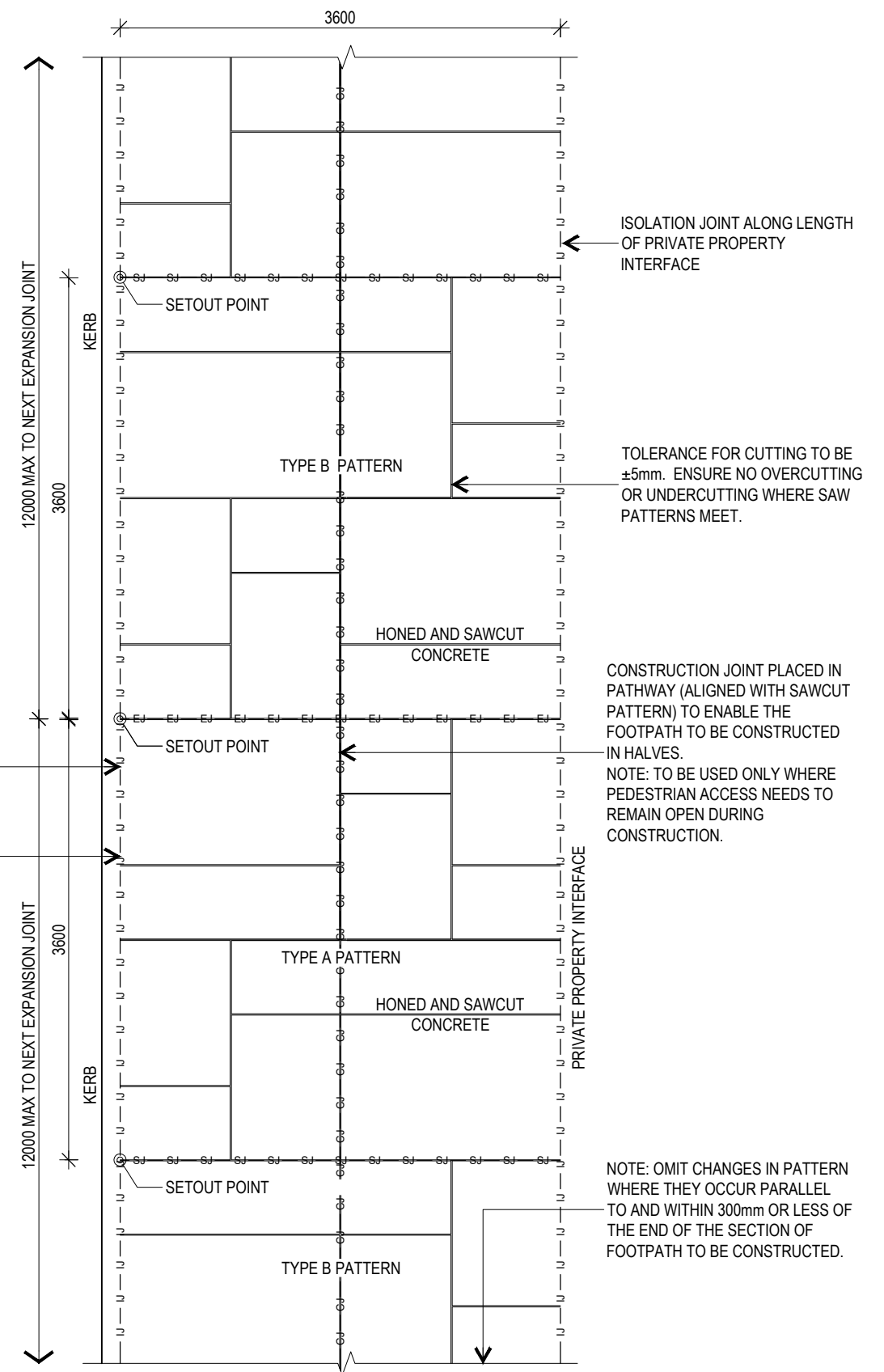
**CONCRETE FOOTPATH - DECORATIVE
SAWCUT SECTION**

GENERAL NOTES:

1. REFER TO BSD-5202 AND REFERENCE SPECIFICATION FOR ENGINEERING WORKS S205 CENTRES HONED CONCRETE PATHS FOR CONCRETE PATHWAY DETAILS AND SPECIFICATIONS. REFER TO BSD-5206 FOR JOINTING DETAILS.
CJ - CONSTRUCTION JOINT
EJ - EXPANSION JOINT
IJ - ISOLATION JOINT
2. FOR HONING OF CONCRETE REFER TO BSD-5202 CONCRETE FINISHES SPECIFICATIONS.
3. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).
4. REFER TO CHAPTER 5 OF THE INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY FOR LOCATIONS ON WHERE HONED AND SAWCUT PAVEMENT TREATMENT IS TO BE APPLIED.
5. WHERE ADJOINING AN EXISTING FOOTPATH WITH MATCHING PAVEMENT TREATMENT ENSURE SAWCUTS AND PATTERNS ALIGN.
6. TOLERANCES FOR SAWCUTTING ARE ± 5 mm.


ISOLATION JOINT ALONG LENGTH OF KERB. REFER TO BSD-5210 FOR ISOLATION JOINT DETAILS.

STANDARD KERB AND CHANNEL. REFER TO BSD-2001.



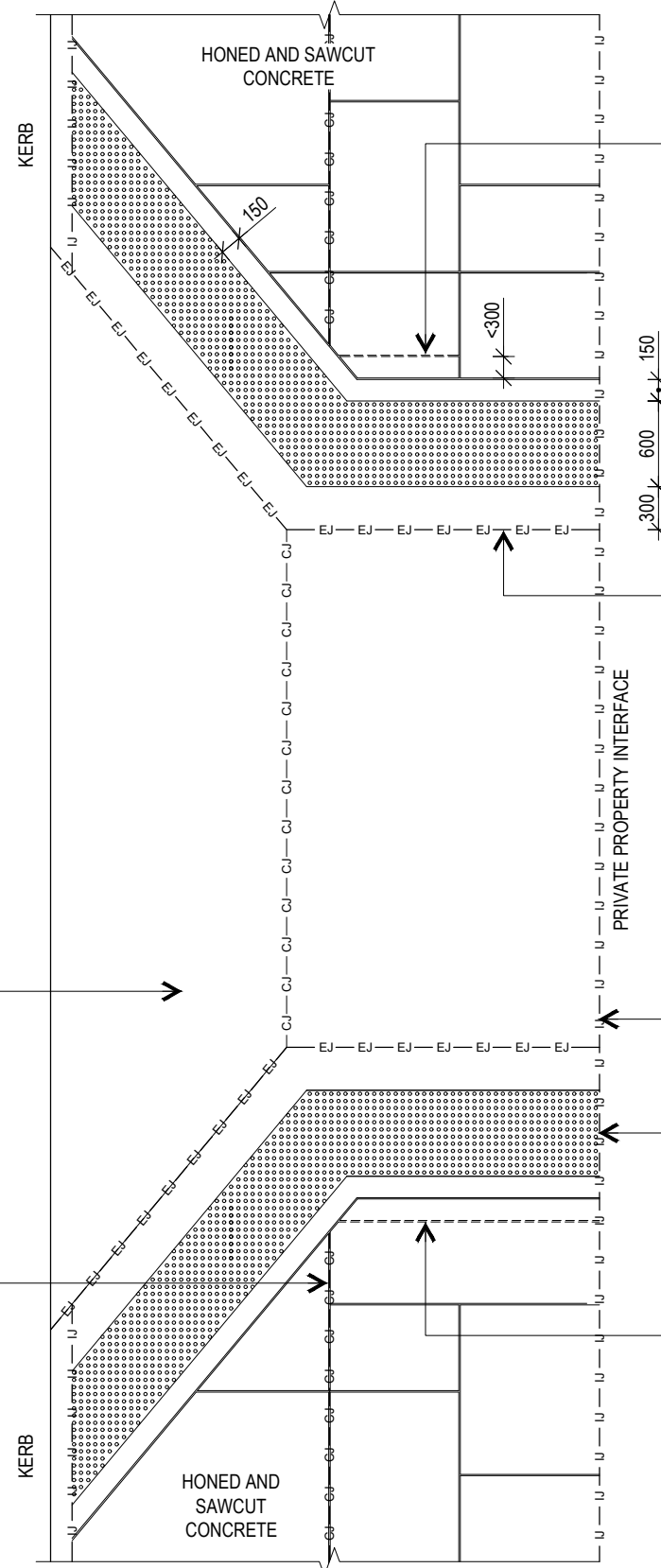
CONCRETE FOOTPATH-JOINT SETOUT

THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHALL BE ASSESSED AND ACCEPTED BY A SUITABLY QUALIFIED REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).

	BRISBANE CITY COUNCIL STANDARD DRAWING		PUBLISH DATE Mar '21
	CONCRETE FOOTPATH DECORATIVE SAWCUT SHEET 1 of 4		SCALE NOT TO SCALE
			DRAWING NUMBER BSD-5207
	ORIGINAL SIZE A3	REVISION D	

GENERAL NOTES:

- REFER TO BSD-5207-SHEET 1 FOR DETAILS OF SAWCUT AND PATTERNS.
- REFER TO BSD-5202 AND REFERENCE SPECIFICATION FOR ENGINEERING WORKS S205 CENTRES HONED CONCRETE PATHS FOR CONCRETE PATHWAY DETAILS AND SPECIFICATIONS. REFER TO BSD-5206 FOR JOINTING DETAILS.
CJ - CONSTRUCTION JOINT
EJ - EXPANSION JOINT
IJ - ISOLATION JOINT
- FOR HONING OF CONCRETE REFER TO BSD-5202 CONCRETE FINISHES SPECIFICATIONS.
- ALL DIMENSIONS IN MILLIMETRES (U.N.O.).
- REFER TO CHAPTER 5 OF THE INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY FOR LOCATIONS ON WHERE HONED AND SAWCUT PAVEMENT TREATMENT IS TO BE APPLIED.
- WHERE ADJOINING AN EXISTING FOOTPATH WITH MATCHING PAVEMENT TREATMENT ENSURE SAWCUTS AND PATTERNS ALIGN.
- TOLERANCES FOR SAWCUTTING ARE $\pm 5\text{mm}$.



CONCRETE FOOTPATH - SAWCUT DRIVEWAY INTERFACE

NOTE: OMIT CHANGES IN PATTERN WHERE THEY OCCUR PARALLEL TO AND WITHIN 300mm OR LESS OF THE DRIVEWAY TACTILE SAWCUT.

PROVIDE SAWCUT 150mm OFF EDGE OF TACTILES AS AN EDGE TO FINISH SAWCUT PATTERN AGAINST

EXPANSION JOINT ALONG LENGTH OF DRIVEWAY CROSSOVER

KERB RAMP AND WARNING TACTILE INDICATORS IN ACCORDANCE WITH BSD-5213. BROOM FINISHED CONCRETE.

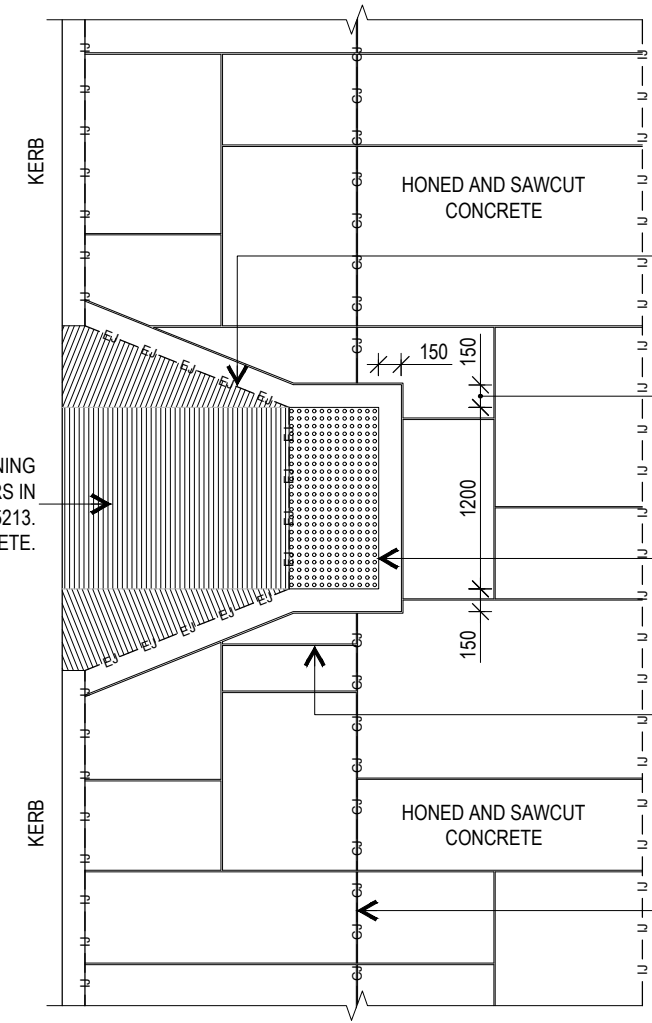
ISOLATION JOINT ALONG LENGTH OF PRIVATE PROPERTY INTERFACE

WARNING TACTILES IN ACCORDANCE WITH AS1428.4.1, BSD-5218 AND BSD-2021.

NOTE: OMIT CHANGES IN PATTERN WHERE THEY OCCUR PARALLEL TO AND WITHIN 300mm OR LESS OF THE DRIVEWAY TACTILE SAWCUT.

DRIVEWAY IN ACCORDANCE WITH BSD-2021. HONED CONCRETE FINISH.

CONSTRUCTION JOINT PLACED IN PATHWAY (ALIGNED WITH SAWCUT PATTERN) TO ENABLE THE FOOTPATH TO BE CONSTRUCTED IN HALVES. NOTE:- TO BE USED ONLY WHERE PEDESTRIAN ACCESS NEEDS TO REMAIN OPEN DURING CONSTRUCTION.



CONCRETE FOOTPATH - SAWCUT KERB RAMP INTERFACE

EXPANSION JOINT ALONG JUNCTION OF KERB RAMP AND FOOTPATH.


PROVIDE SAWCUT 150mm OFF EDGE OF TACTILES AND KERB RAMP AS AN EDGE TO FINISH SAWCUT PATTERN AGAINST.

TACTILES IN ACCORDANCE WITH AS1428.4.1, BSD-5218 AND BSD-5231.

NOTE: OMIT CHANGES IN PATTERN WHERE THEY OCCUR PARALLEL TO AND WITHIN 300mm OR LESS OF THE KERB RAMP TACTILE SAWCUT.

CONSTRUCTION JOINT PLACED IN PATHWAY (ALIGNED WITH SAWCUT PATTERN) TO ENABLE THE FOOTPATH TO BE CONSTRUCTED IN HALVES. NOTE:- TO BE USED ONLY WHERE PEDESTRIAN ACCESS NEEDS TO REMAIN OPEN DURING CONSTRUCTION.

THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHALL BE ASSESSED AND ACCEPTED BY A SUITABLY QUALIFIED REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).

	BRISBANE CITY COUNCIL STANDARD DRAWING		PUBLISH DATE	Mar '21
	CONCRETE FOOTPATH DECORATIVE SAWCUT SHEET 3 of 4		SCALE	NOT TO SCALE
			DRAWING NUMBER	BSD-5207
	ORIGINAL SIZE	A3	REVISION	D

CONSTRUCTION JOINT PLACED IN PATHWAY (ALIGNED WITH SAWCUT PATTERN) TO ENABLE THE FOOTPATH TO BE CONSTRUCTED IN HALVES.
NOTE: TO BE USED ONLY WHERE PEDESTRIAN ACCESS NEEDS TO REMAIN OPEN DURING CONSTRUCTION.

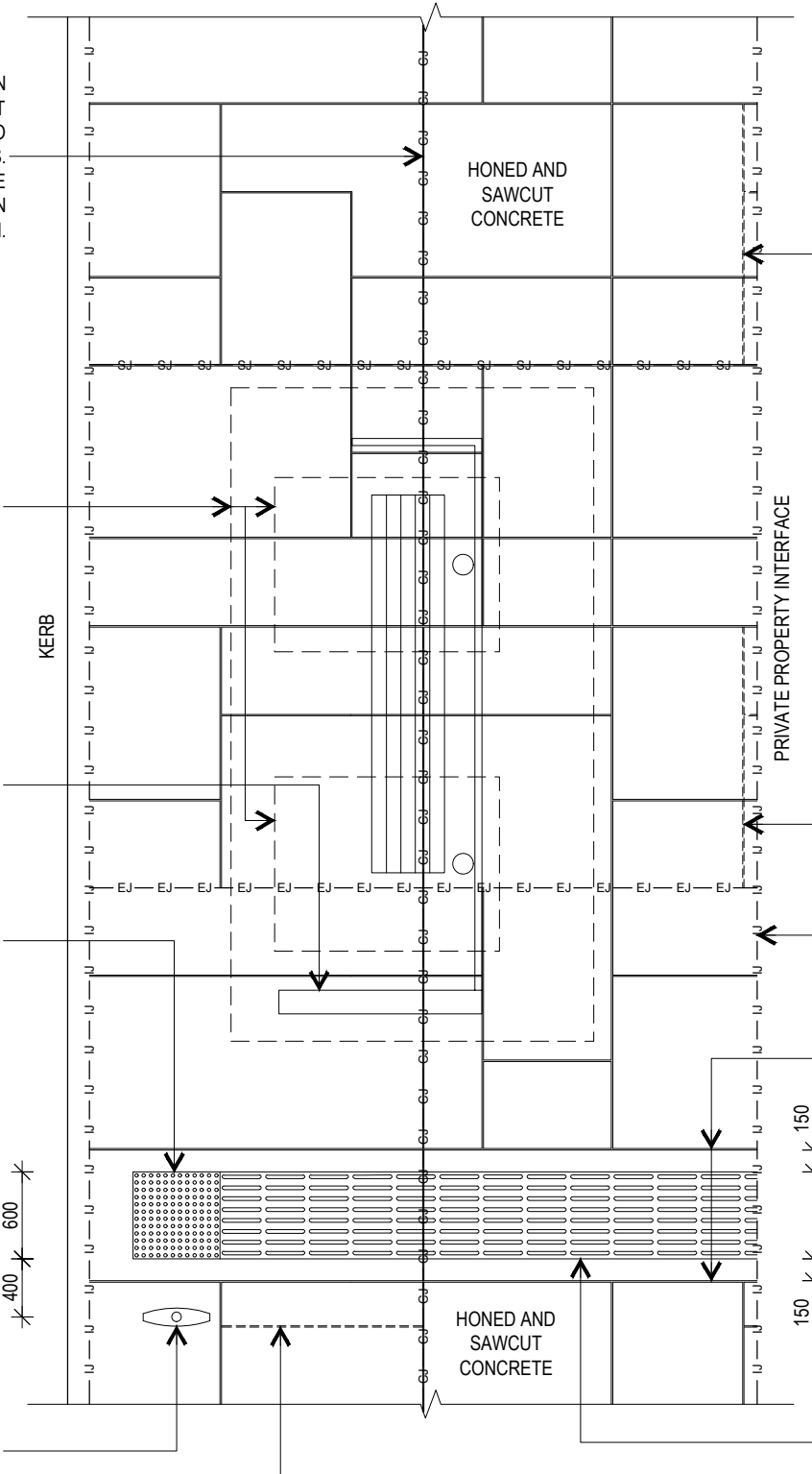
BUS STOP SLAB AND SHELTER FOOTINGS AS DIRECTED

BUS SHELTER AS DIRECTED IN ACCORDANCE WITH COUNCIL BUS STOP STANDARDS

WARNING TACTILE INDICATORS IN ACCORDANCE WITH AS1428.4.1, BSD-2018 AND COUNCIL BUS STOP STANDARDS

BUS STOP MARKER AS DIRECTED (BLADE TYPE SHOWN)



NOTE: OMIT CHANGES IN PATTERN WHERE THEY OCCUR PARALLEL TO AND WITHIN 300mm OR LESS OF THE TACTILE SAWCUT.



CONCRETE FOOTPATH - SAWCUT BUS STOP INTERFACE

NOTE: OMIT CHANGES IN PATTERN WHERE THEY OCCUR PARALLEL TO AND WITHIN 300mm OR LESS OF THE PRIVATE PROPERTY INTERFACE

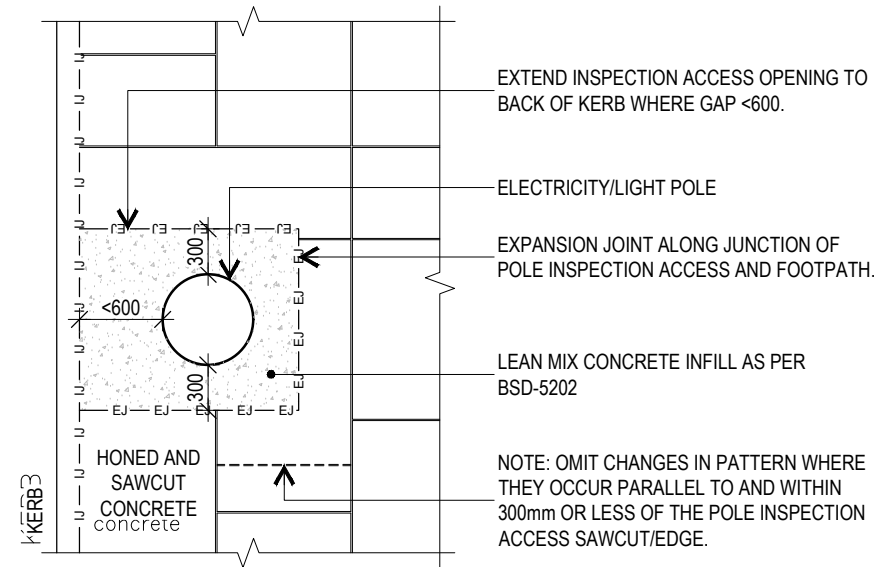
LEGEND

-  WARNING TACTILE GROUND SURFACE INDICATORS IN ACCORDANCE WITH AS1428.4.1 AND BSD-5218
-  DIRECTIONAL TACTILE GROUND SURFACE INDICATORS IN ACCORDANCE WITH AS1428.4.1 AND BSD-5218

ISOLATION JOINT ALONG LENGTH OF PRIVATE PROPERTY INTERFACE.

PROVIDE SAWCUT 150mm OFF EDGE OF TACTILES AS AN EDGE TO FINISH SAWCUT PATTERN AGAINST.

DIRECTIONAL TACTILE INDICATORS IN ACCORDANCE WITH AS1428.4.1, BSD-2018 AND BSD-2103 TO BSD-2109.




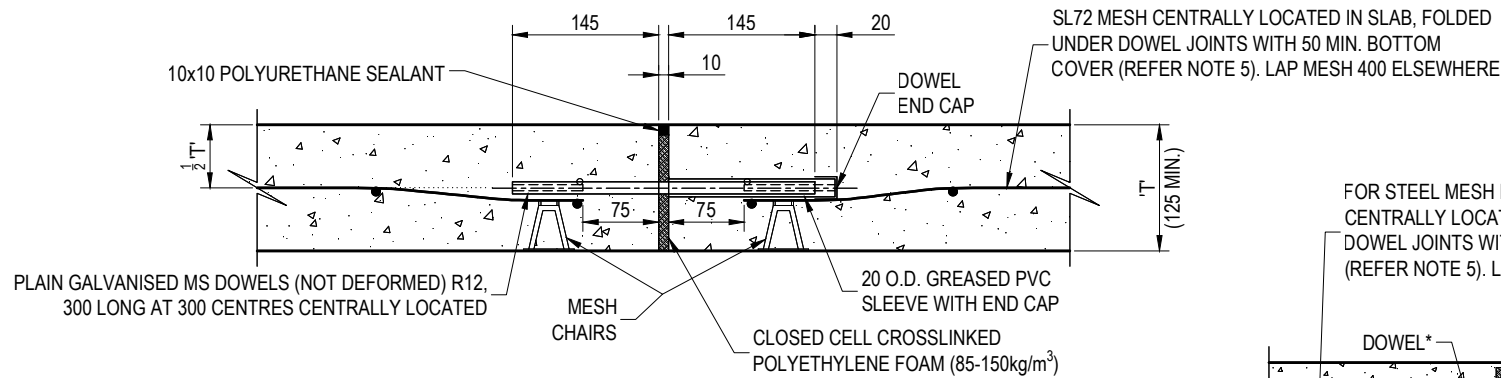
CONCRETE FOOTPATH - SAWCUT ELECTRICITY/LIGHT POLE INTERFACE

GENERAL NOTES:

1. REFER TO BSD-5207-SHEET 1 FOR DETAILS OF SAWCUT AND PATTERNS.
2. REFER TO BSD-5202 AND REFERENCE SPECIFICATION FOR ENGINEERING WORKS S205 CENTRES HONED CONCRETE PATHS FOR CONCRETE PATHWAY DETAILS AND SPECIFICATIONS. REFER TO BSD-5206 FOR JOINTING DETAILS.
CJ - CONSTRUCTION JOINT
EJ - EXPANSION JOINT
IJ - ISOLATION JOINT
3. FOR HONING OF CONCRETE REFER TO BSD-5202 CONCRETE FINISHES SPECIFICATIONS.
4. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).
5. REFER TO CHAPTER 5 OF THE INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY FOR LOCATIONS ON WHERE HONED AND SAWCUT PAVEMENT TREATMENT IS TO BE APPLIED.
6. WHERE ADJOINING AN EXISTING FOOTPATH WITH MATCHING PAVEMENT TREATMENT ENSURE SAWCUTS AND PATTERNS ALIGN.
7. TOLERANCES FOR SAWCUTTING ARE ± 5mm.

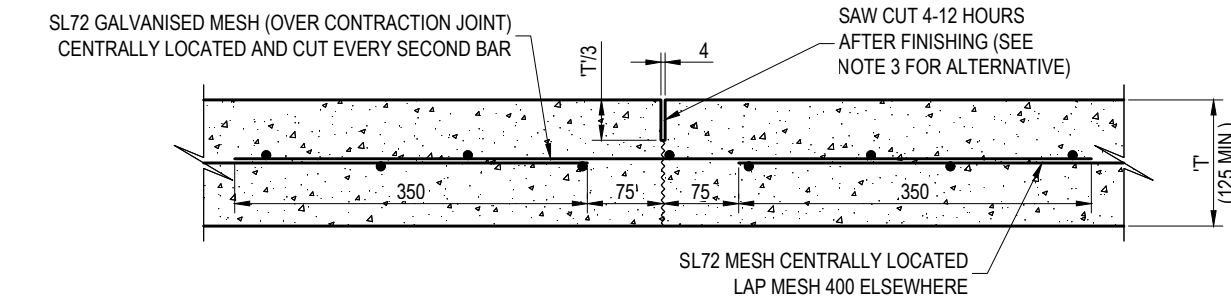
THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHALL BE ASSESSED AND ACCEPTED BY A SUITABLY QUALIFIED REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).

	BRISBANE CITY COUNCIL STANDARD DRAWING		PUBLISH DATE Mar '21
	CONCRETE FOOTPATH DECORATIVE SAWCUT SHEET 4 of 4		SCALE NOT TO SCALE
			DRAWING NUMBER BSD-5207
	ORIGINAL SIZE A3	REVISION D	



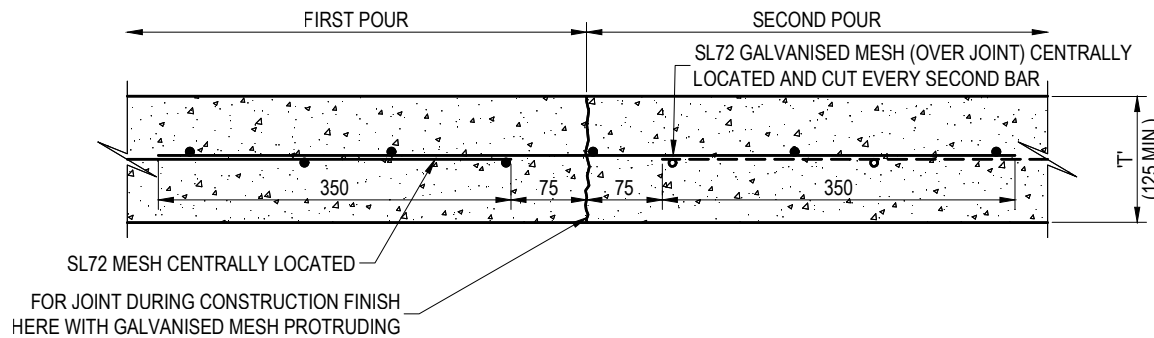
STANDARD EXPANSION JOINT

SPACING 16m
(SEE DETAIL 'A' AND 'C' FOR ALTERNATIVE PREFORMED JOINT DETAILS)



CONTRACTION JOINT

SPACING TO MATCH PATH WIDTH AND BE EVENLY SPACED BETWEEN EXPANSION JOINTS
(e.g. MAX. 3m FOR 3m WIDE PATH)

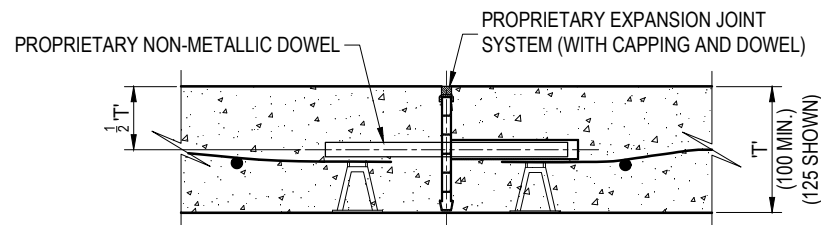


CONSTRUCTION JOINT

PLACEMENT AS REQUIRED

STEEL REINFORCED

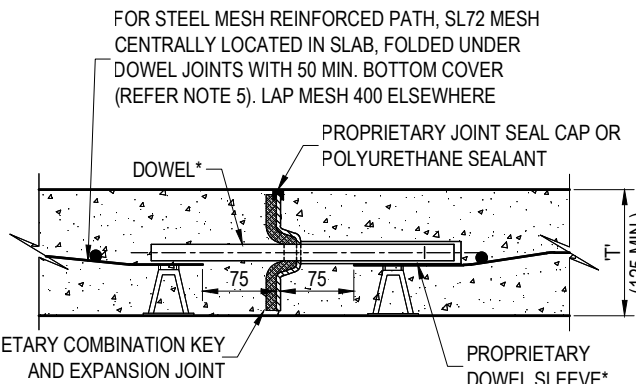
(USE WHERE DIRECTED, IN FILL OR POOR SUBGRADE. REFER NOTES 1 & 2)



DETAIL 'C'

PROPRIETARY EXPANSION JOINT SYSTEM (WITH DOWEL)

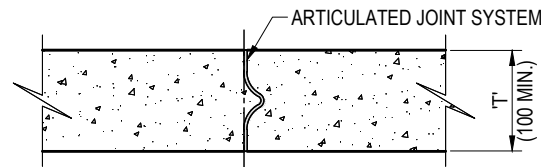
SPACING AS PER STANDARD EXPANSION JOINT
(USE WHERE DIRECTED) - REFER NOTE 3



* DOWEL MAYBE ELIMINATED FOR MASS CONCRETE PATHS

DETAIL 'A'

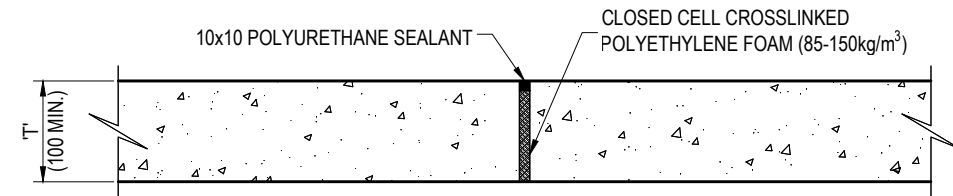
PREFORMED KEY JOINT WITH DOWEL



DETAIL 'B'

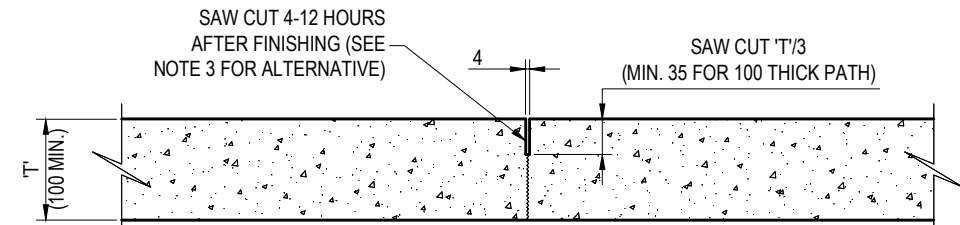
ARTICULATED JOINT SYSTEM

SPACING TO MATCH PATH WIDTH AND BE EVENLY SPACED BETWEEN EXPANSION JOINTS
(e.g. MAX. 3m FOR 3m WIDE PATH)
(USE WHERE DIRECTED) - REFER NOTE 6



EXPANSION JOINT

SPACING 16m
FOR FIBRE REINFORCED PATHS, REFER DETAILS 'A' OR 'C' FOR PRE-FORMED KEY JOINT/EXPANSION JOINT REQUIREMENTS



CONTRACTION JOINT

SPACING TO MATCH PATH WIDTH AND BE SPACED BETWEEN EXPANSION JOINTS
(e.g. MAX. 3m FOR 3m WIDE PATH)
REFER DETAIL 'D' FOR ALTERNATIVE CONTRACTION JOINT


MASS CONCRETE AND FIBRE REINFORCED

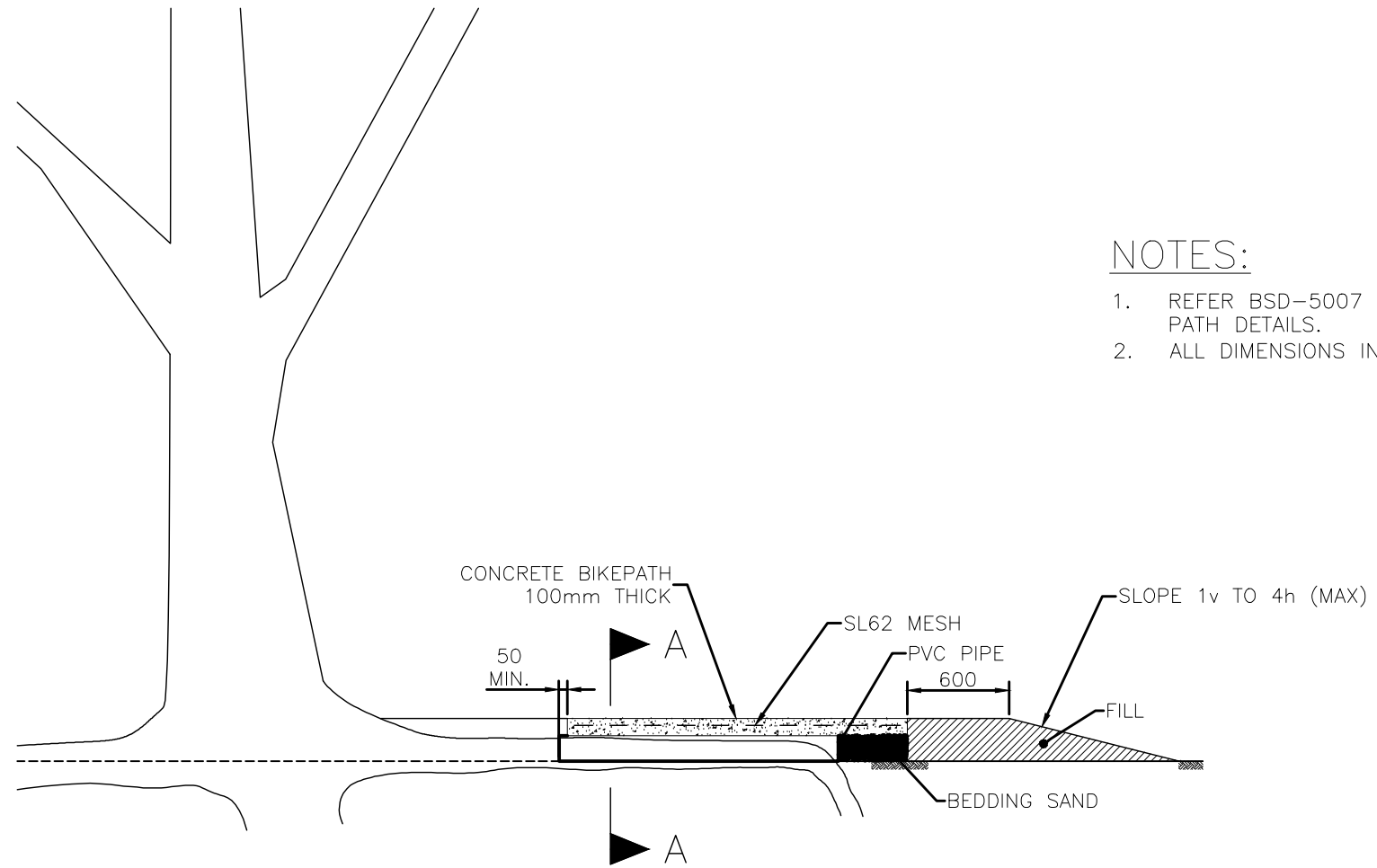
(USE FIBRE REINFORCED CONCRETE WHERE DIRECTED, IN FILL OR POOR SUBGRADE. REFER NOTES 1, 2 & 7.)

NOTES:

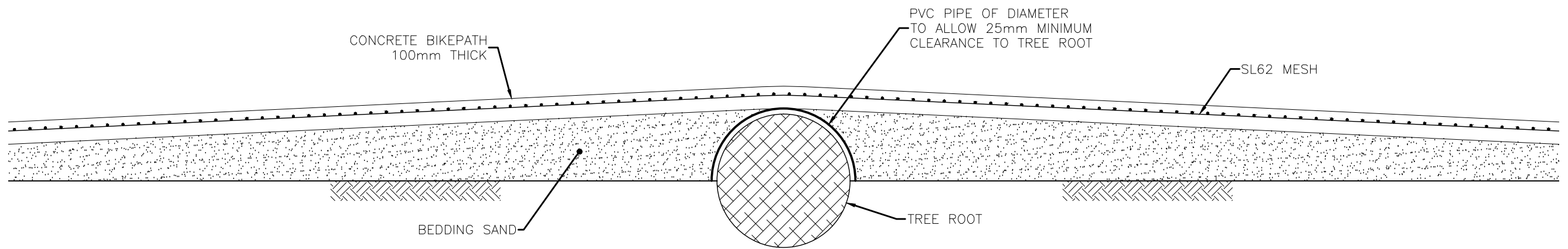
- REFER SUPPLEMENTARY NOTES ON BSD-0018 FOR SUBGRADE DESCRIPTION.
- WHERE CONCRETE PATH IS TO BE USED FOR MAINTENANCE VEHICLE OR MACHINERY ACCESS, PATH MUST BE MIN. 125 THICK AND REINFORCED TO SATISFY ANTICIPATED LOADING CONDITIONS.
- PROPRIETY CRACK INDUCER PRODUCTS MAY BE USED IN PLACE OF SAW-CUTTING ON CONTRACTION JOINTS. REFER DETAIL 'D' FOR TYPICAL EXAMPLE. WHERE PATH IS MESH REINFORCED, GALVANISED MESH IS TO BE USED ON ALL CONTRACTION JOINTS.
- PROPRIETARY EXPANSION JOINT SYSTEM MAY BE USED IN PLACE OF STANDARD EXPANSION JOINT(S). REFER DETAILS 'A' AND 'C' FOR TYPICAL DETAILS.
- FOR STEEL MESH REINFORCED PATHS AT DOWELLED EXPANSION JOINTS: MESH IS TO BE STOPPED 75 FROM THE JOINT, BE PLACED UNDER THE DOWELS AND CHAIRED AT MIN. 50 COVER FROM BOTTOM TO DETER THE MESH DEFLECTION INTERFERING WITH THE DOWELS.
- WHERE CONCRETE PATH IS TO BE CONSTRUCTED ADJACENT TO EXISTING TREES, AN ARTICULATED JOINT SYSTEM MAY BE USED TO MINIMISE POTENTIAL DAMAGE FROM TREE ROOTS. REFER DETAIL 'B' AND BSD-5204 FOR DETAILS.
- FOR FIBRE REINFORCED CONCRETE PATHS, THE CONCRETE SHALL BE REINFORCED WITH CLASS 2 MACRO STRUCTURAL SYNTHETIC POLYMER FIBRES WITH OR WITHOUT DISCRETE GRADED MONOFILAMENT FIBRES. MANUFACTURER MUST BE ABLE TO PROVIDE EVIDENCE OF NATA TESTING TO ASTM1609 WITH MINIMUM Re3 RESULT OF 30% IN RELEVANT CONCRETE STRENGTHS. BATCHING OF FIBRES SHALL BE BY READY MIX SUPPLIER IN ACCORDANCE WITH MANUFACTURER'S TECHNICAL REFERENCE. CONCRETE PLACER/CONTRACTOR MUST FAMILIARISE THEMSELVES WITH THE PLACING AND FINISHING GUIDE AVAILABLE FROM THE MANUFACTURER OF NOMINATED FIBRE
- ALL CONCRETE TO BE GRADE N32.
- DIMENSIONS IN MILLIMETRES (U.N.O.).

THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHALL BE ASSESSED AND ACCEPTED BY A SUITABLY QUALIFIED REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).

	BRISBANE CITY COUNCIL STANDARD DRAWING		PUBLISH DATE Mar '21	
	BIKEPATH PAVEMENT JOINTS		SCALE NOT TO SCALE	
			DRAWING NUMBER BSD-5208	
			ORIGINAL SIZE A3	REVISION B



ELEVATION



SECTION A-A

NOTES:

1. REFER BSD-5007 FOR CONCRETE BICYCLE PATH DETAILS.
2. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14
ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE

DRAWING AUTHORISED FOR PUBLICATION
 P COTTON SIGNATURE ON ORIGINAL
 DATED 21/03/06 R.P.E.Q. 2546
 ASSET ENGINEERING MANAGER
 STRATEGIC ASSET MANAGEMENT
 DESIGN APPROVED
 K FOSTER SIGNATURE ON ORIGINAL
 DATED 05/12/05
 SENIOR PROGRAM OFFICER
 LANDSCAPE AMENITY SECTION

DESIGN	Std Dwgs WG	DATE	May '03
DRAWN	CPD - P&D	DATE	May '03
CHECKED	CA (GMc)	DATE	Nov '05
DRAWING FILENAME	BSD-5209.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-525		



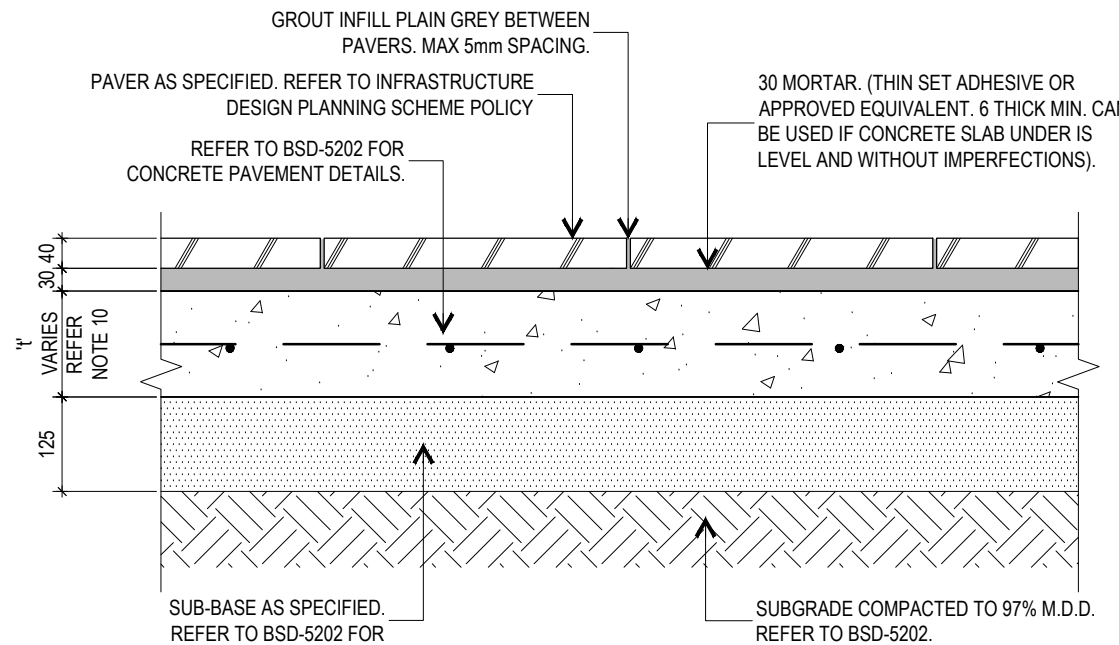
BRISBANE CITY COUNCIL STANDARD DRAWING	
ROOT PROTECTION ADJACENT TO CONCRETE BIKE PATHS	
SCALE	NOT TO SCALE
DWG No.	BSD-5209
ORIGINAL SIZE	A3
REVISION	A

GENERAL NOTES

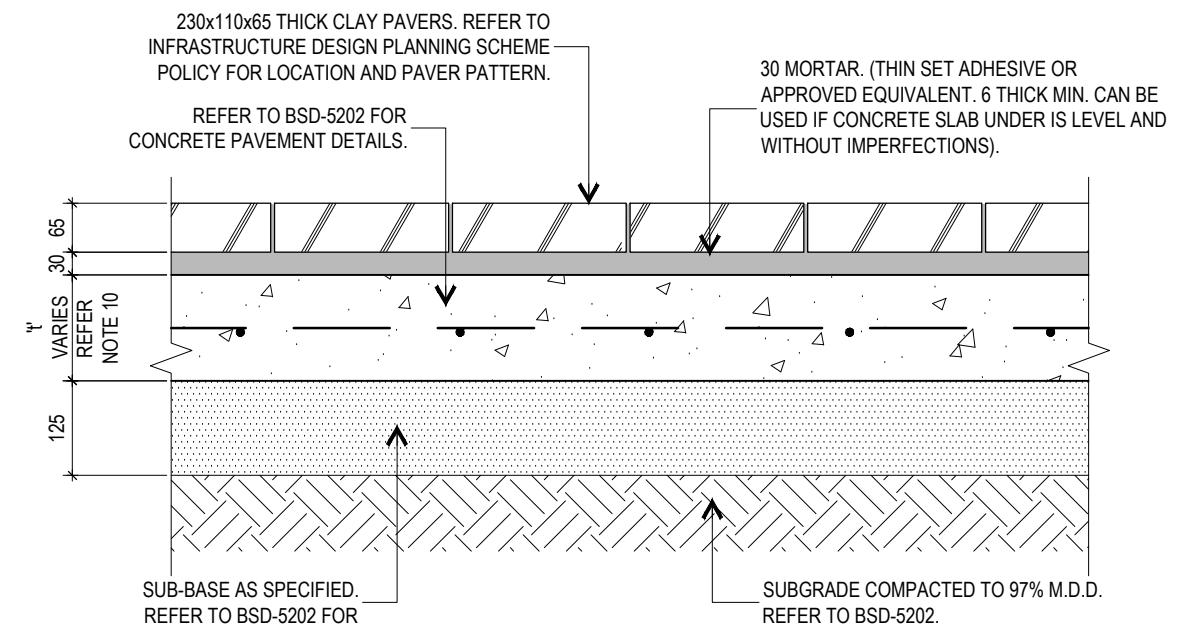
- REFER TO INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY FOR LOCATIONS ON WHERE PAVERS ARE TO BE USED AS FOOTPATH FINISH.
- PAVER TYPE AND COLOUR AS SPECIFIED IN THE INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY.
- CARRY OUT WET PENDULUM TEST SLIP RESISTANCE TESTING ON PATH SURFACE TO AS/NZS4586 FOR ALL NEW SURFACES.
 - NEW/UNTRAFFICKED EXTERNAL SURFACES (<1 IN 20): CLASSIFIED AS CLASS 'P5' (>44 MEAN BPN USING A SLIDER 55 (TRL) RUBBER PAD) TO AS/NZS4586.
 - NEW/UNTRAFFICKED EXTERNAL SURFACES (>1 IN 20): MEAN BPN MUST BE INCREASED IN ACCORDANCE WITH APPENDIX A OF HB197 - AN INTRODUCTORY GUIDE TO SLIP RESISTANCE OF PEDESTRIAN SURFACES.

NO ADDITIONAL APPLIED SLIP RESISTANCE TREATMENT IS PERMITTED. CONTRACTOR IS TO UNDERTAKE A SLIP RESISTANCE TEST TO NEW SURFACES IF REQUESTED BY THE SUPERINTENDENT AT NO ADDITIONAL COST.
- SLIP RESISTANCE TESTING TO BE UNDERTAKEN WITH A BRITISH PENDULUM TEST USING A SLIDER 55 (TRL) RUBBER PAD AND RECORDED AND PRESENTED AS A BPN BY A SUITABLY ACCREDITED NATA LABORATORY.
- REFER TO BSD-9008 FOR STREET TREE INSTALLATION. REFER TO BSD-9010, BSD-9011 & BSD-9012 FOR TREE TRENCH DETAILS AND SLAB REQUIREMENTS WHERE TREE TRENCH IS INCORPORATED.
- MORTAR FOR PAVERS. TO BE 5 PARTS SAND, AND 1 PART CEMENT 15-20MPA AND 100+ SLUMP. USE MBT BARRA EMULSION 57 OR APPROVED EQUIVALENT AT A RATE OF 1 PART EMULSION TO 4 PARTS WATER.*
- SLAB. REFER TO BSD-5202 FOR CONCRETE SLAB SPECIFICATIONS.
- DIMENSIONS ARE IN MILLIMETERS. (U.N.O.).
- TOLERANCES FOR PAVERS AND SLAB ARE ±5mm HORIZONTALLY. THERE IS NO VERTICAL TOLERANCE BETWEEN FINISHED LEVELS OF PAVERS.
- CONCRETE BASE SLAB (t):
 - 125 THICK UNDER FOOTPATHS; AND
 - 180 THICK UNDER ROADWAYS.

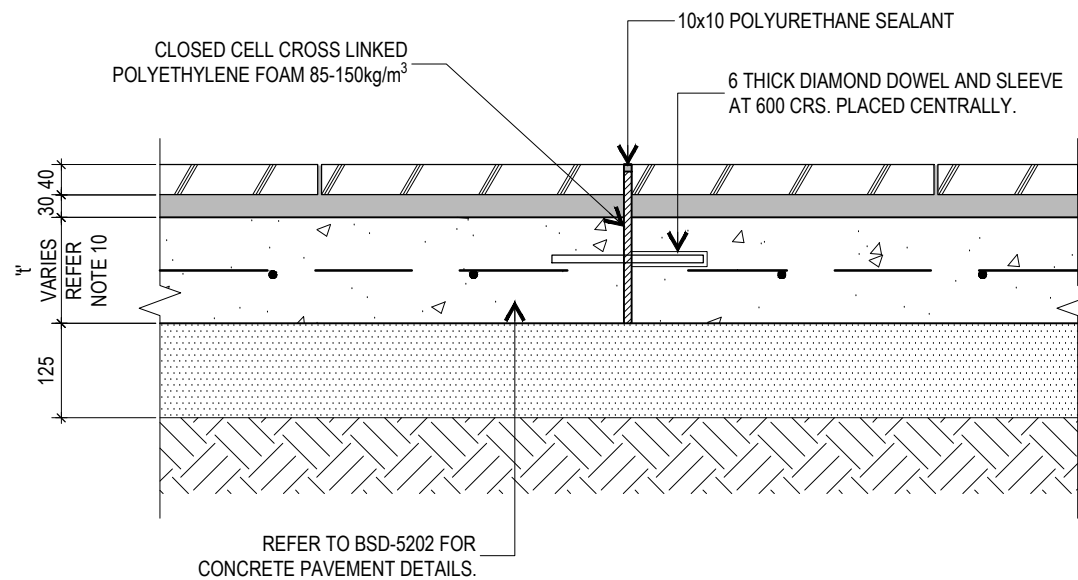
CONSULTATION WITH PRODUCT MANUFACTURER'S REPRESENTATIVE PRIOR TO USE OF ADDITIVE IS ADVISED.



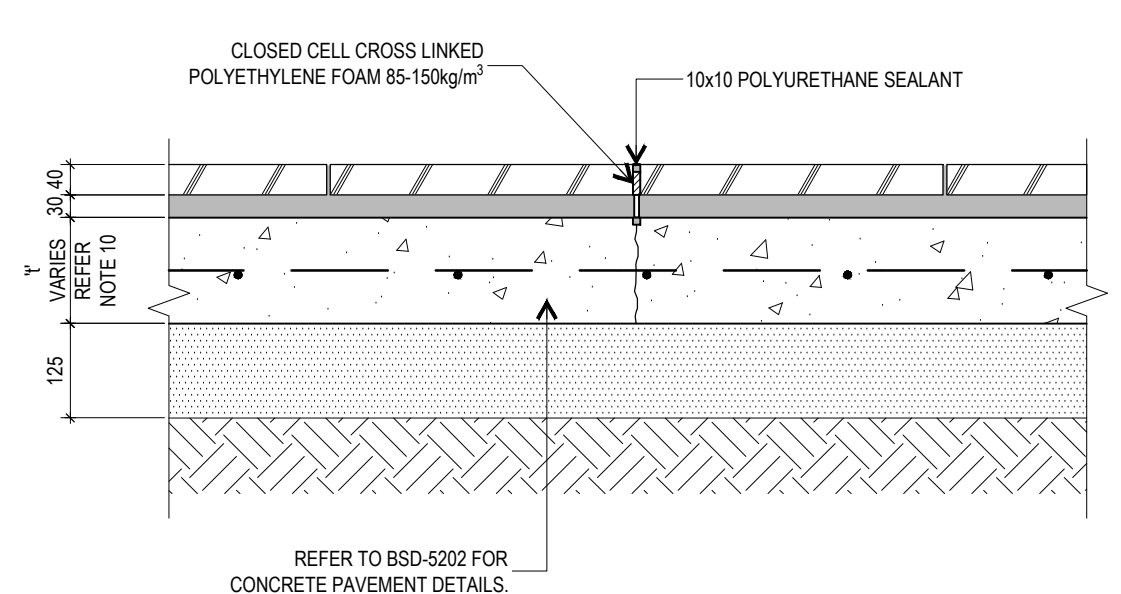
PAVER FOOTPATH (400x400mm) TYPICAL DETAIL



PAVER FOOTPATH (230x110mm) TYPICAL DETAIL




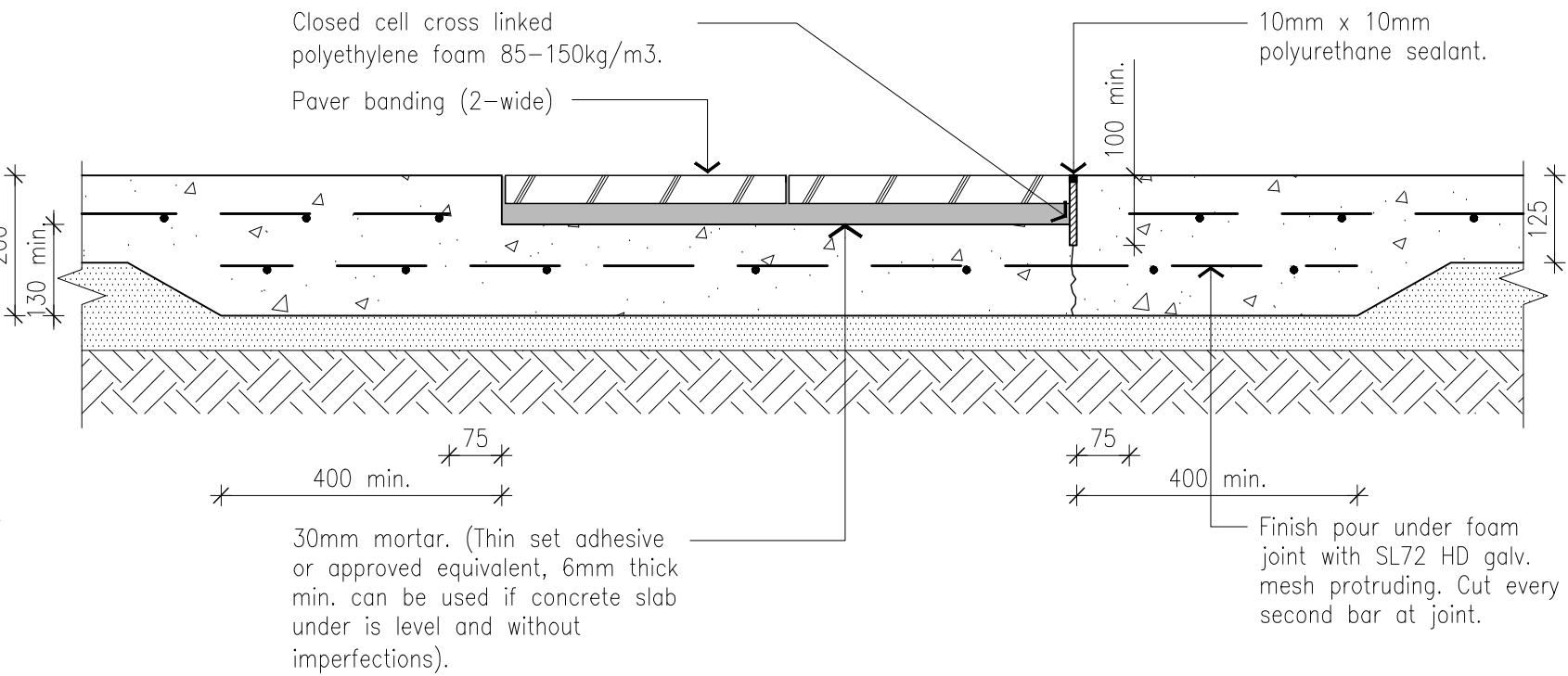
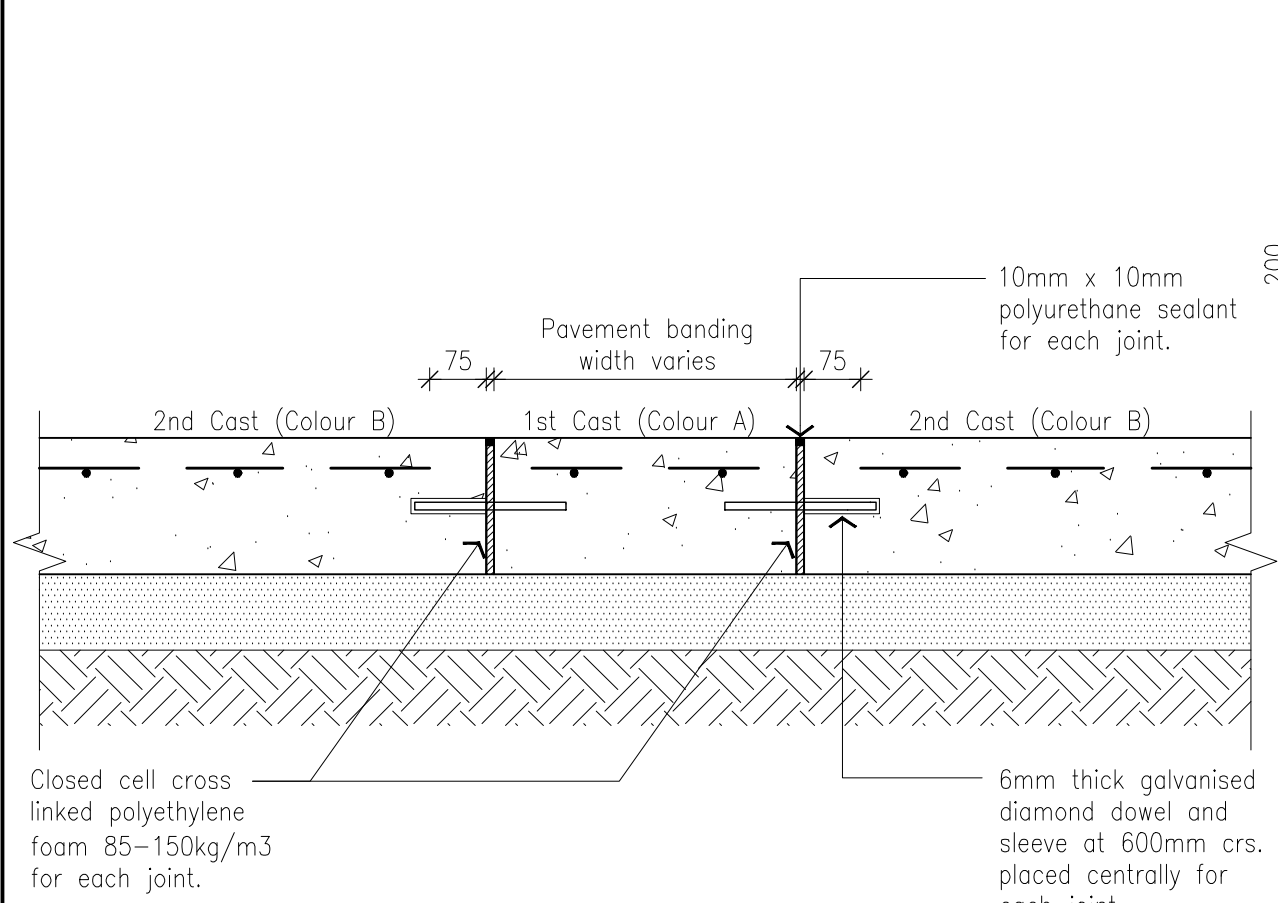
PAVER FOOTPATH - EXPANSION JOINT



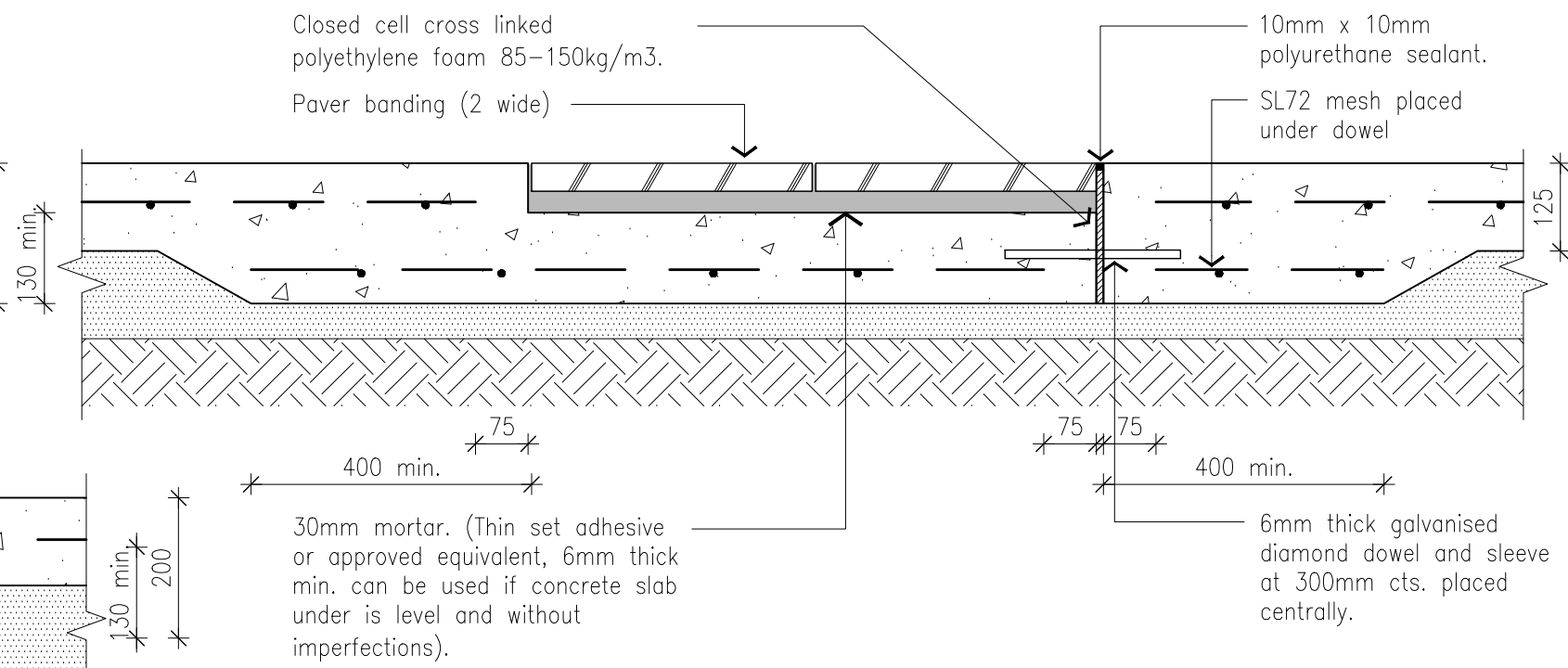
PAVER FOOTPATH - CONTRACTION JOINT

THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHALL BE ASSESSED AND ACCEPTED BY A SUITABLY QUALIFIED REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).

	BRISBANE CITY COUNCIL STANDARD DRAWING		PUBLISH DATE Mar '21	
	PAVERS - GENERAL DETAILS		SCALE NOT TO SCALE	
			DRAWING NUMBER BSD-5210	
	ORIGINAL SIZE A3	REVISION C		

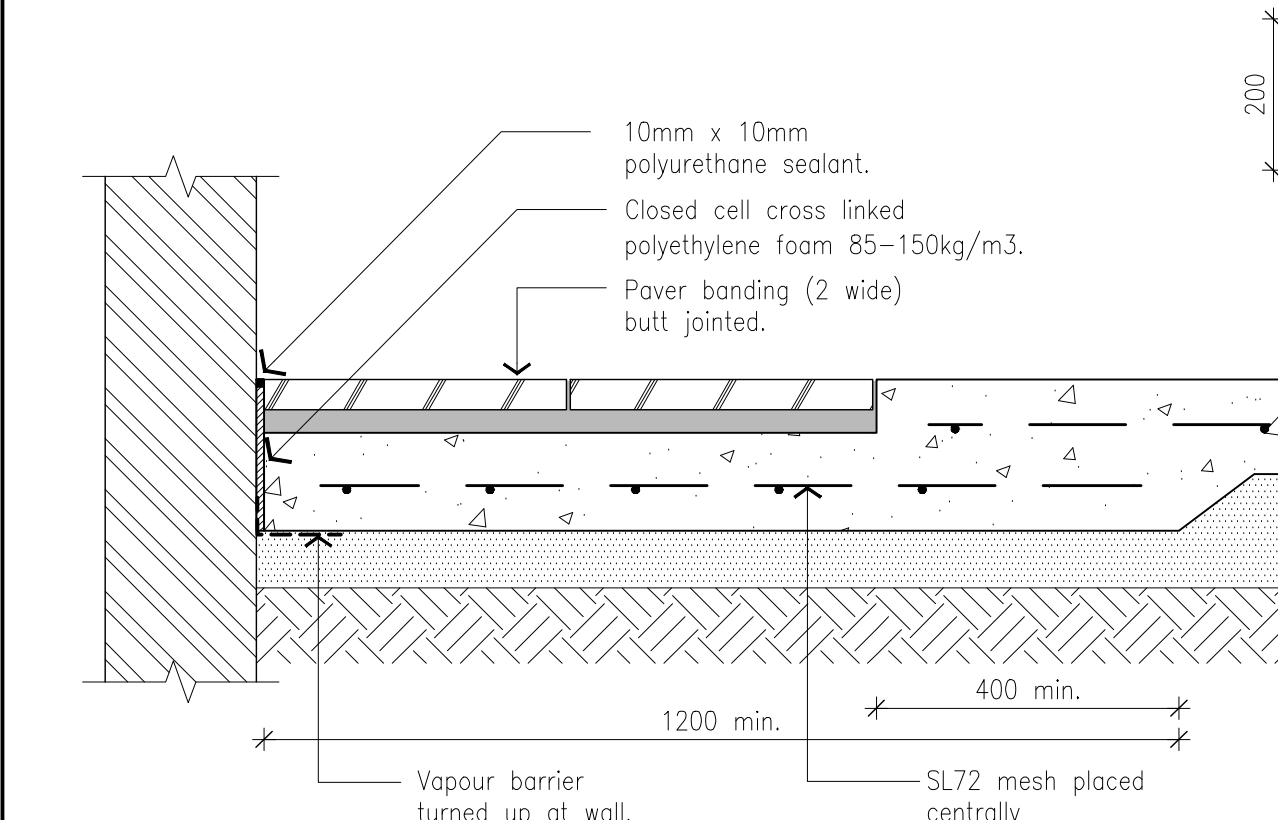


PAVER BANDING – CONTRACTION JOINT (CJ)



PAVER BANDING – EXPANSION JOINT (EJ)

CONCRETE BANDING

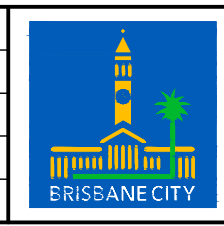


PAVER BANDING – ISOLATION JOINT (IJ)

STRUCTURAL DESIGN REVIEWED AND CERTIFIED FOR ISSUE
 NAME: B.BALAKUMAR SIGNATURE ON ORIGINAL RPEQ: 3 9 6 3
 SIGNATURE: _____ DATE: 29/07/10

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14

DRAWING AUTHORISED FOR PUBLICATION P. COTTON SIGNATURE ON ORIGINAL R.P.E.Q. 2546			
DESIGN	Std Dwgs WG	DATE	June '10
DRAWN	CPD - P&D	DATE	June '10
CHECKED	D.K	DATE	June '10
DRAWING FILENAME	BSD-5211.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-546		



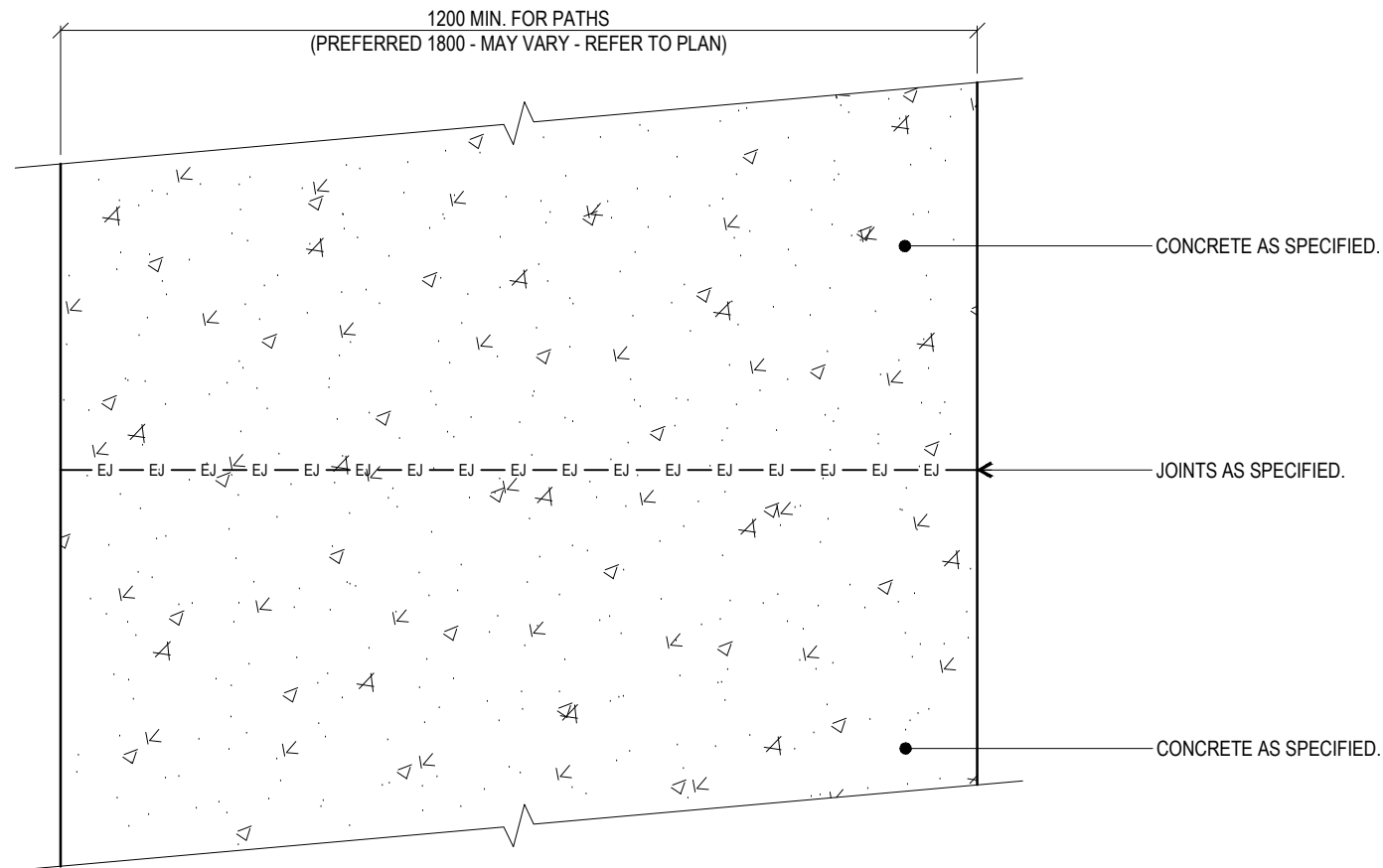
BRISBANE CITY COUNCIL STANDARD DRAWING

PAVER BANDING AND CONCRETE BANDING

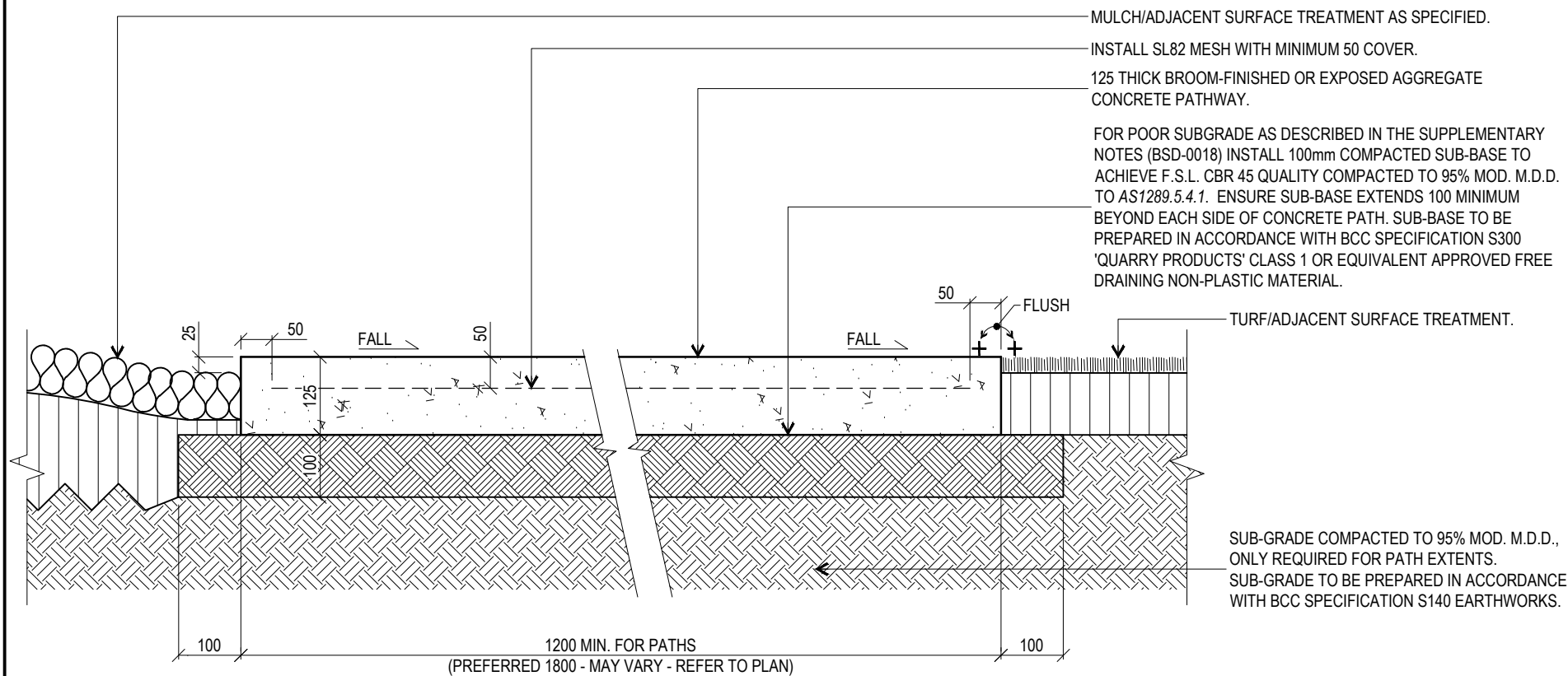
SCALE: NOT TO SCALE

BSD-5211

ORIGINAL SIZE: A3 REVISION: A



PLAN



SECTION

PLAIN CONCRETE AND EXPOSED AGGREGATE PATHS AND PAVEMENT AREA


GENERAL NOTES & SPECIFICATIONS

- G1. ENSURE PATHS ARE LOCATED IN ACCORDANCE WITH DETAILED LANDSCAPE PLAN AND PARKS CHAPTER OF INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY.
- G2. AUSTRALIAN STANDARDS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE REFERENCED AUSTRALIAN STANDARDS EXCEPT WHERE VARIED BY SPECIFICATIONS AND/OR DRAWINGS.
- G3. ENSURE PARK ELEMENTS ARE CLEANED OF CONCRETE SLURRY OR SPRAY WHEN INSTALLED TO PREVENT STAINING OR DAMAGE TO APPLIED FINISHES.
- G4. ENSURE MOWN HEIGHT OF GRASS (TURF) FINISHES FLUSH WITH PATHS AND PAVEMENT AREAS.
- G5. ENSURE GARDEN AREAS (MULCH) FINISH 25 BELOW ADJACENT F.S.L.'s OF PATHS AND PAVEMENT AREAS.
- G6. ENSURE EVEN GRADE CROSSFALL MIN. 1:50 TO PATH.
- G7. MATERIAL CHOICES ARE TO BE DETERMINED ON THE GROUNDS OF SUSTAINABILITY, LOW MAINTENANCE, VANDAL RESISTANCE, PRODUCT AVAILABILITY AND SUITABILITY TO THE CLIMATIC CONDITIONS. MATERIALS ARE TO BE LOCALLY SOURCED.
- G8. PATHS & PAVEMENT AREAS TO COMPLY WITH AUSTRALIAN STANDARDS AND COUNCIL REQUIREMENTS FOR ACCESS & MOBILITY (AS1428).
- G10. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

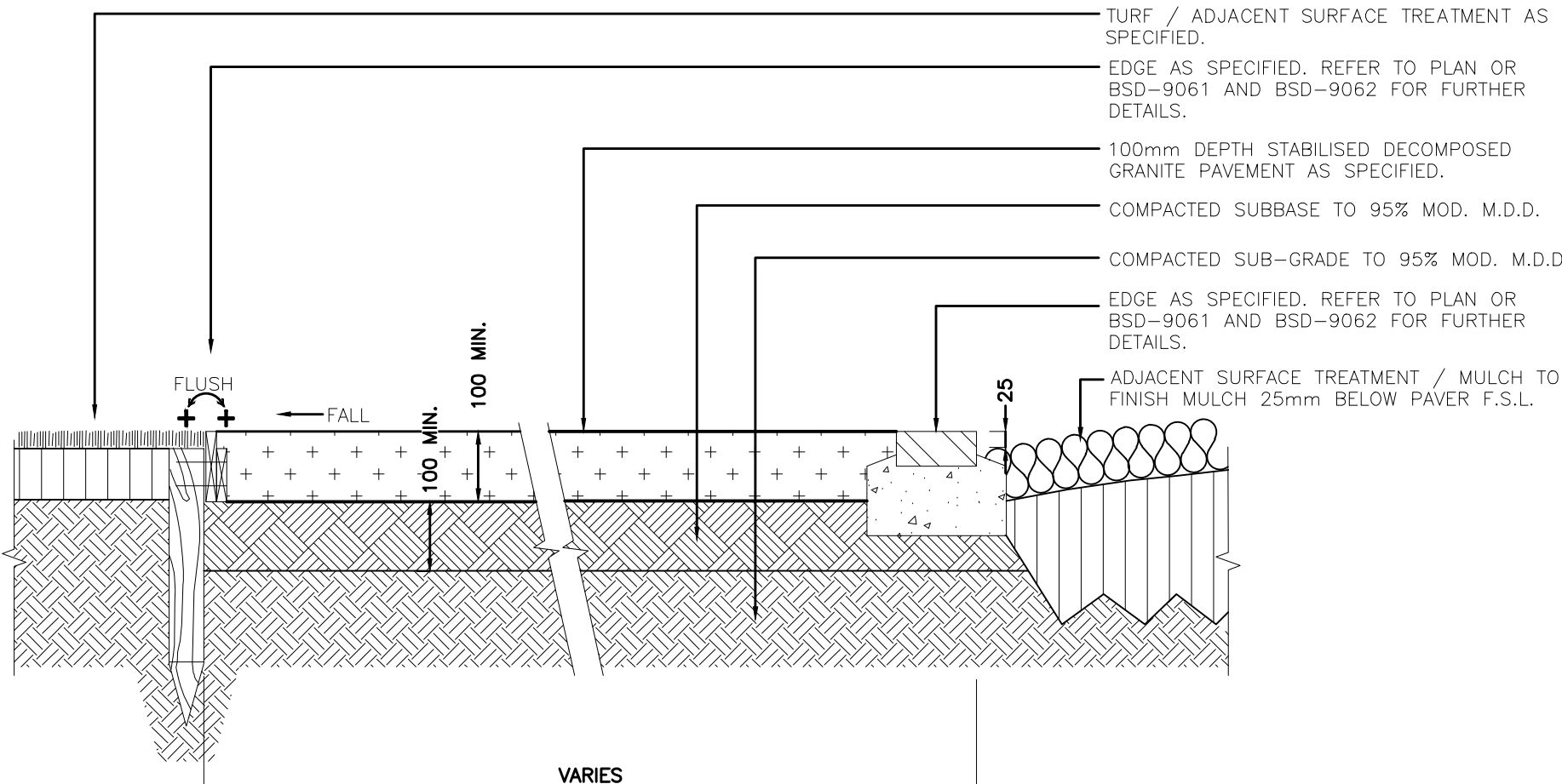
CONCRETE WORK NOTES

- C1. ALL WORKMANSHIP AND MATERIAL SHALL BE IN ACCORDANCE WITH AS3600 AND THE REQUIREMENTS OF THE RELEVANT AUTHORITIES.
- C2. SLAB TO BE 125mm THICK MINIMUM N32 GRADE CONCRETE. CONCRETE SHALL BE NORMAL CLASS CONCRETE UNLESS SPECIFIED OTHERWISE. 'N32' SHALL MEAN NORMAL CLASS CONCRETE WITH A 28 DAY CHARACTERISTIC STRENGTH OF 32MPa. CONCRETE MIX SHALL BE APPROVED BY THE SUPERINTENDENT PRIOR TO PLACING.
- C3. AGGREGATE/MIX AND COLOUR COMBINATION TO BE STANDARD UNLESS SPECIFIED OTHERWISE ON PLAN.
- C4. MAXIMUM AGGREGATE SIZE 20mm, MINIMUM SLUMP 80mm.
- C5. FOR EXPOSED AGGREGATE FINISH, THE TREATMENT SHALL ENSURE AN EMBEDMENT DEPTH FOR THE AGGREGATE OF 60-80% OF THE AGGREGATE SIZE. ALL AGGREGATE SHALL BE WELL BONDED IN THE CEMENT MATRIX. THE RESULTANT RESIDUE FROM THE TREATED SURFACE SHALL BE REMOVED IMMEDIATELY FROM THE PAVEMENT AND ANY PREVIOUSLY TREATED AREAS AND IS TO BE PREVENTED FROM ENTERING GARDEN BEDS OR THE STORMWATER SYSTEM.
- C6. FOR CONCRETE COLOUR FINISHES OTHER DECORATIVE CONCRETE SURFACE TREATMENTS AND ADDITIVES, REFER TO PLAN FOR FURTHER SPECIFICATIONS, IF APPLICABLE.
- C7. SUPPLY AND LAY SL82 MESH FOR HIGH IMPACT OR POOR SUB-GRADE/FILL AREAS. MESH TO BE SUPPORTED BY 60mm BAR CHAIRS. MESH TO OVERLAP 200mm.
- C8. HARD DRAWN STEEL WIRE REINFORCING FABRIC GRADE 450 TO AS1304.
- C9. REINFORCEMENT IS SHOWN DIAGRAMMATICALLY AND NOT NECESSARILY IN POSITION.
- C10. ALL PATHS TO HAVE A 1:50 MINIMUM CROSSFALL.
- C11. FOR CONTRACTION AND EXPANSION JOINTS, REFER TO BSD-5208 - BIKEPATH PAVEMENT JOINTS FOR DETAILS.
- C12. LARGE AREAS OF PAVEMENT TO BE REVIEWED BY ENGINEER.
- C13. ALL CEMENT TO BE TYPE GP OR GB TO AS3972 UNLESS SPECIFIED OTHERWISE.
- C14. CARRY OUT WET PENDULUM TEST SLIP RESISTANCE TESTING ON PATH SURFACE TO AS/NZS4586 FOR ALL NEW SURFACES.
 - NEW/UNTRAFFICKED EXTERNAL SURFACES (<1 IN 20): CLASSIFIED AS CLASS 'P5' (>44 MEAN BPN USING A SLIDER 55 (TRL) RUBBER PAD) TO AS/NZS4586.
 - NEW/UNTRAFFICKED EXTERNAL SURFACES (>1 IN 20): MEAN BPN MUST BE INCREASED IN ACCORDANCE WITH APPENDIX A OF HB197 - AN INTRODUCTORY GUIDE TO SLIP RESISTANCE OF PEDESTRIAN SURFACES.
- NO ADDITIONAL APPLIED SLIP RESISTANCE TREATMENT IS PERMITTED. CONTRACTOR IS TO UNDERTAKE A SLIP RESISTANCE TEST TO NEW SURFACES IF REQUESTED BY THE SUPERINTENDENT AT NO ADDITIONAL COST.
- C15. SLIP RESISTANCE TESTING TO BE UNDERTAKEN WITH A BRITISH PENDULUM TEST USING A SLIDER 55 (TRL) RUBBER PAD AND RECORDED AND PRESENTED AS A BPN BY A SUITABLY ACCREDITED NATA LABORATORY.
- C16. ALL FORMWORK SHALL BE IN ACCORDANCE WITH SAA FORMWORK CODE AS3610.

THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHALL BE ASSESSED AND ACCEPTED BY A SUITABLY QUALIFIED REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).

	BRISBANE CITY COUNCIL STANDARD DRAWING		PUBLISH DATE	Mar '21
	PATH - CONCRETE AND EXPOSED AGGREGATE		SCALE	NOT TO SCALE
			DRAWING NUMBER	BSD-5212
	ORIGINAL SIZE	A3	REVISION	D

REFER TO BSD-9061 AND BSD-9062 FOR ADDITIONAL SPECIFICATION NOTES & DETAILS



DECO PATH – SECTION

GENERAL NOTES & SPECIFICATION

- MATERIAL CHOICES ARE TO BE DETERMINED ON THE GROUNDS OF SUSTAINABILITY, LOW MAINTENANCE, VANDAL RESISTANCE, PRODUCT AVAILABILITY AND SUITABILITY TO THE CLIMATIC CONDITIONS. MATERIALS ARE TO BE LOCALLY SOURCED.
- ENSURE MOWN HEIGHT OF GRASS (TURF) FINISHES FLUSH WITH PATH EDGE.
- ENSURE GARDEN AREAS (MULCH) FINISH 25mm BELOW ADJACENT PATH EDGE.
- ENSURE EVEN GRADE CROSSFALL MIN. 1:50 TO PATH.
- ENSURE DECO PATHS ARE LOCATED IN ACCORDANCE WITH DETAILED LANDSCAPE PLAN AND PARKS CHAPTER OF INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY.
- AUSTRALIAN STANDARDS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE REFERENCED AUSTRALIAN STANDARDS EXCEPT WHERE VARIED BY SPECIFICATIONS AND/OR DRAWINGS.
- FOR SLIP RESISTANCE REQUIREMENTS, REFER "REFERENCE SPECIFICATIONS FOR CIVIL ENGINEERING WORK" – S150 ROADWORKS.
- REFER TO THE BRISBANE ACCESS AND INCLUSION PLAN 2012-2017 FOR FURTHER INFORMATION WHEN PLANNING AND DESIGNING THE BUILT ENVIRONMENT TO REASONABLY CONSIDER ACCESS AND INCLUSION FOR ALL WHERE APPROPRIATE.
- ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

COMPACTION

- COMPACT SUBBASE AND DECO MATERIAL SEPARATELY NOT LESS THAN 95% MAXIMUM DRY DENSITY AS DETERMINED BY THE MODIFIED COMPACTION TEST AS DEFINED IN AS1289 FOR THE UPPER 150mm. AVOID COMPACTION AROUND THE BASE OF EXISTING AND PROPOSED TREES.

SUBBASE PREPARATION

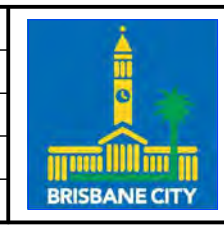
- ENSURE SUBBASE PROFILE FORMS THE REQUIRED DRAINAGE FALLS WHEN THE SURFACE IS LAID.

SURFACE CONSTRUCTION

- THE FOLLOWING STEPS ARE SUGGESTED AND WILL NEED TO BE REPEATED TO ACHIEVE THE FSL:
 - PLACE AND RAKE EVENLY APPROXIMATELY 30mm OF DECOMPOSED GRANITE MATERIAL.
 - ADD SOIL STABILISER DUSTAC OR SOILTAC (OR APPROVED EQUIVALENT) AT A RATE RECOMMENDED BY MANUFACTURER ALTERNATIVELY RAKE THROUGH CEMENT AT 5% RATIO.
 - MOISTEN THE MATERIAL AND COMPACT USING A VIBRATING ROLLER. THE ROLLER SHOULD NOT WEIGH MORE THAN 30KG.
- THE FINISHED SURFACE SHALL BE FREE FROM STONES EXCEEDING 20mm IN DIAMETER AND SHALL REMAIN FREE OF RUTS, SUBSIDENCE AND LACK OF COHESION.
- IF AT TIME OF CONSTRUCTION, THE SUB-GRADE STRENGTH IS SUCH THAT IT IS PENETRATING / INFILTRATING THE CLASS 2 GRAVEL LAYER DURING COMPACTION, A B.C.C. TYPE 3 GEOTEXTILE IS TO BE PLACED BETWEEN THE GRAVEL AND THE SUB-GRADE.

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
A	Drawing Converted From UMS Series April 2014	APR '14	APR '14	APR '14

DRAWING AUTHORISED FOR PUBLICATION PAUL COTTON SIGNATURE ON ORIGINAL DATED 03/09/04 MANAGER INFRASTRUCTURE MANAGEMENT R.P.E.O: 2546				DESIGN	Std Dwgs WG	DATE	OCT '13
DESIGN APPROVED LAUREN TEMPLEMAN SIGNATURE ON ORIGINAL DATED 31/08/04				DRAWN	CPO - P&D	DATE	OCT '13
CLIENT POSITION PRICIPAL PROGRAM OFFICER PARKS				CHECKED	UMD - E&P & IMD	DATE	OCT '13
				DRAWING FILENAME	BSD-5213 (A) Path - deco.dwg		
				ASSOCIATED PLANS	SUPERSEDES UMS-744		



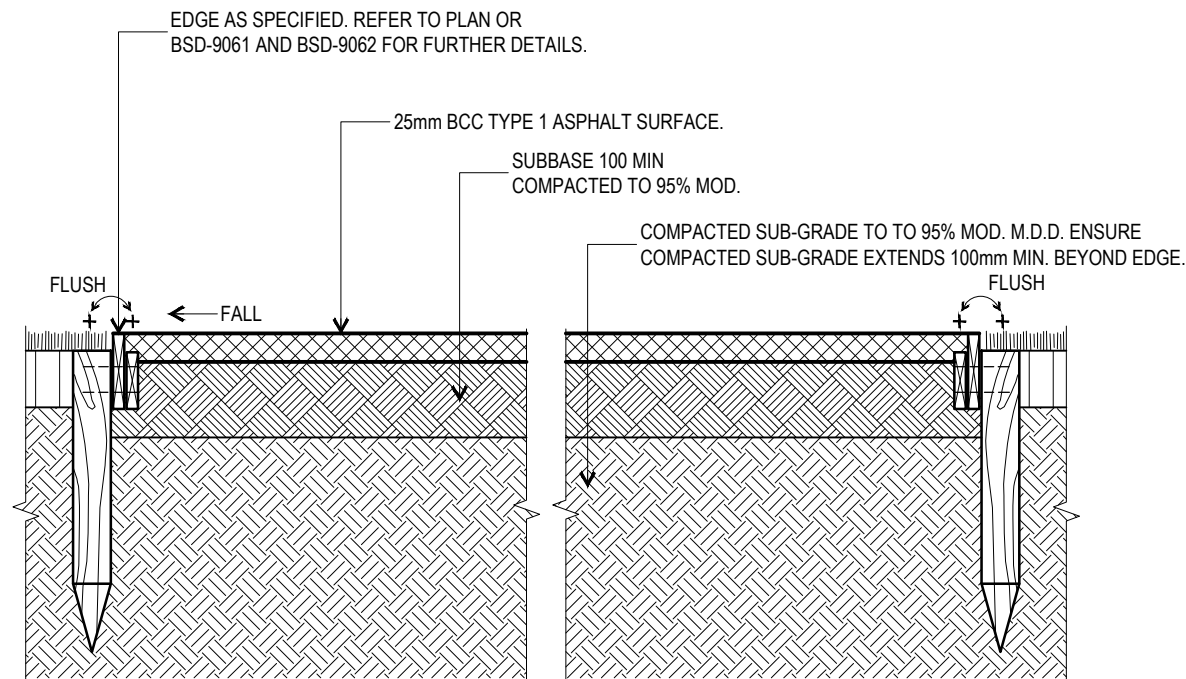
BRISBANE CITY COUNCIL STANDARD DRAWING

SCALE 1:10

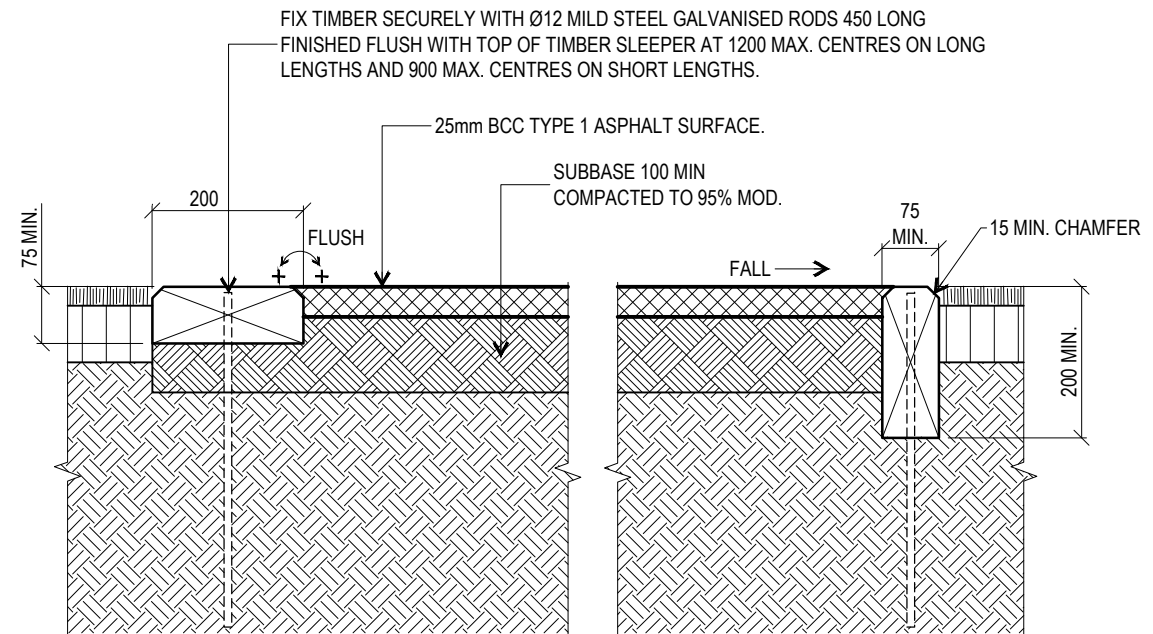
DWG No. **BSD-5213**

ORIGINAL SIZE A3 REVISION A

PATH – DECO



ASPHALT PATH WITH TIMBER EDGE - SECTION



ASPHALT PATH WITH TIMBER SLEEPER EDGE - SECTION

GENERAL NOTES & SPECIFICATIONS


- G1. MATERIAL CHOICES ARE TO BE DETERMINED ON THE GROUNDS OF SUSTAINABILITY, LOW MAINTENANCE, VANDAL RESISTANCE, PRODUCT AVAILABILITY AND SUITABILITY TO THE CLIMATIC CONDITIONS. MATERIALS ARE TO BE LOCALLY SOURCED.
- G2. ENSURE MOWN HEIGHT OF GRASS (TURF) FINISHES FLUSH WITH PATH EDGE.
- G3. ENSURE GARDEN AREAS (MULCH) FINISH 25mm BELOW ADJACENT PATH EDGE.
- G4. ENSURE EVEN GRADE CROSSFALL MIN. 1:50 TO PATH.
- G5. ENSURE ASPHALT PATHS ARE LOCATED IN ACCORDANCE WITH DETAILED LANDSCAPE PLAN AND PARKS CHAPTER OF INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY.
- G6. AUSTRALIAN STANDARDS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE REFERENCED AUSTRALIAN STANDARDS EXCEPT WHERE VARIED BY SPECIFICATIONS AND/OR DRAWINGS.
- G7. PATH SURFACE TREATMENT TO BE BCC TYPE 1 ASPHALT. REFER BCC REFERENCE SPECIFICATIONS FOR CIVIL ENGINEERING WORKS S310 - SUPPLY OF DENSE GRADED ASPHALT.
- G8. CARRY OUT WET PENDULUM TEST SLIP RESISTANCE TESTING ON PATH SURFACE TO AS/NZS4586 FOR ALL NEW SURFACES.
 - NEW/UNTRAFFICKED EXTERNAL SURFACES (<1 IN 20): CLASSIFIED AS CLASS 'P5' (>44 MEAN BPN USING A SLIDER 55 (TRL) RUBBER PAD) TO AS/NZS4586.
 - NEW/UNTRAFFICKED EXTERNAL SURFACES (>1 IN 20): MEAN BPN MUST BE INCREASED IN ACCORDANCE WITH APPENDIX A OF HB197 - AN INTRODUCTORY GUIDE TO SLIP RESISTANCE OF PEDESTRIAN SURFACES.
- NO ADDITIONAL APPLIED SLIP RESISTANCE TREATMENT IS PERMITTED. CONTRACTOR IS TO UNDERTAKE A SLIP RESISTANCE TEST TO NEW SURFACES IF REQUESTED BY THE SUPERINTENDENT AT NO ADDITIONAL COST.
- G9. SLIP RESISTANCE TESTING TO BE UNDERTAKEN WITH A BRITISH PENDULUM TEST USING A SLIDER 55 (TRL) RUBBER PAD AND RECORDED AND PRESENTED AS A BPN BY A SUITABLY ACCREDITED NATA LABORATORY.
- G10. TO PREPARE SUB-GRADE, SCARIFY AND DRY MIX 40 (NO FINES) SPECIAL ROADBASE WITH CEMENT RATIO 10:1 TO BLEND. SPREAD EVENLY. WATER LIGHTLY.
- G11. PATHS & PAVEMENT AREAS TO COMPLY WITH AUSTRALIAN STANDARDS AND COUNCIL REQUIREMENTS FOR ACCESS & MOBILITY (AS1428).
- G12. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

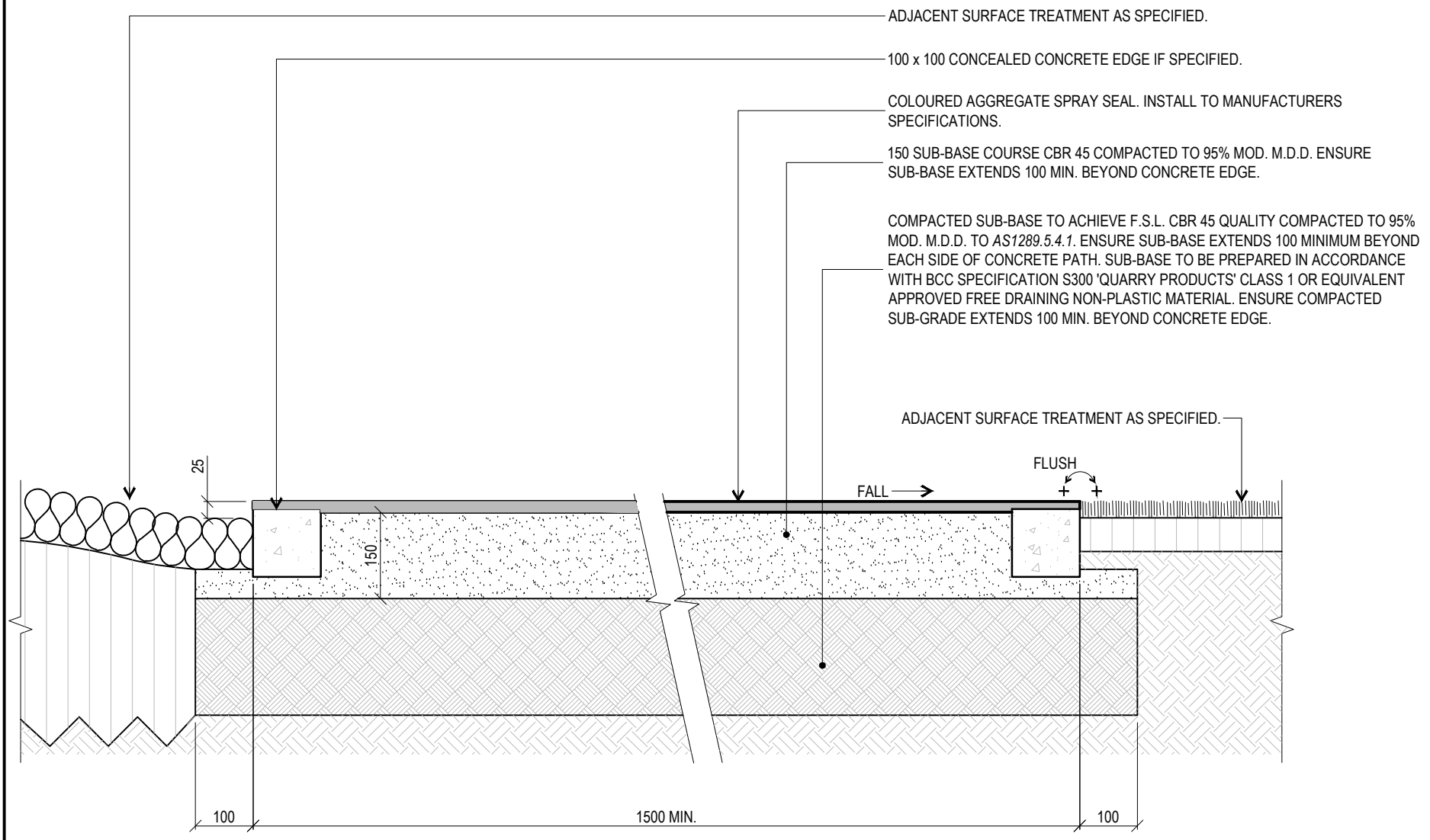
TIMBER WORK NOTES

- T1. TIMBER SHOULD BE SOURCED FROM LEGAL AND SUSTAINABLE SOURCES. TIMBERS ARE CONSIDERED ACCEPTABLE WHERE THERE IS A HIGH DEGREE OF CERTAINTY THAT THEY ARE FROM FORESTS, EITHER NATIVE OR PLANTATION, THAT ARE LEGALLY HARVESTED AND SUSTAINABLE MANAGED. THE CONTRACTOR IS TO SUBMIT EVIDENCE THAT THE TIMBER HAS BEEN OBTAINED FROM A LEGAL AND SUSTAINABLE SOURCE.
- T2. ALL TIMBER TO BE ACQ PRESSURE TREATED OR TANALITH E (COPPER AZOL) TO AS1608 TREATED ROUGH SAWN APPEARANCE GRADE HARDWOOD OF ONE SPECIES.
- T3. ALL EXPOSED EDGES TO RECEIVE MIN. 5mm WIDE ARRIS.
- T4. PRIOR TO INSTALLATION, ALL CUTS, EDGES, JOINTS TO RECEIVE LIBERAL COATINGS WITH AN APPROVED TIMBER PRESERVATIVE.
- T5. ALL TIMBER IN CONTACT WITH GROUND TO BE PRESERVATIVE TREATED TO HAZARD CLASS H5 TO AS1604 AND HAVE A DURABILITY CLASS 1 OR 2 TO AS5604.
- T6. ALL TIMBER TO BE FREE OF KNOTS, SPLINTERS, CRACKS OR ANY MAJOR DEFECT.
- T7. TIMBER PRESERVATIVES - WHERE NO FINISH SPECIFIED, ALL TIMBER TO RECEIVE 3 No COATS OF CLEAR APPROVED TIMBER PRESERVATIVE SUCH AS COPPER NAPHTHENATE OIL (FOR ABOVE GROUND USE) AND COPPER NAPHTHENATE EMULSION (FOR BELOW GROUND USE).
- T8. COLOUR SELECTION WHERE APPLICABLE IN ACCORDANCE WITH STANDARD CORPORATE COLOUR PALETTE. COAT ENTIRE BOLLARD PRIOR TO PLACING.

REFER TO BSD-9061 AND BSD-9062 FOR ADDITIONAL SPECIFICATION NOTES & DETAILS

THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHALL BE ASSESSED AND ACCEPTED BY A SUITABLY QUALIFIED REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).

	BRISBANE CITY COUNCIL STANDARD DRAWING		PUBLISH DATE Mar '21
	PATH - ASPHALT		SCALE NOT TO SCALE
			DRAWING NUMBER BSD-5214
	ORIGINAL SIZE A3	REVISION B	



COLOURED AGGREGATE SPRAY SEAL PATH - SECTION


GENERAL NOTES & SPECIFICATIONS

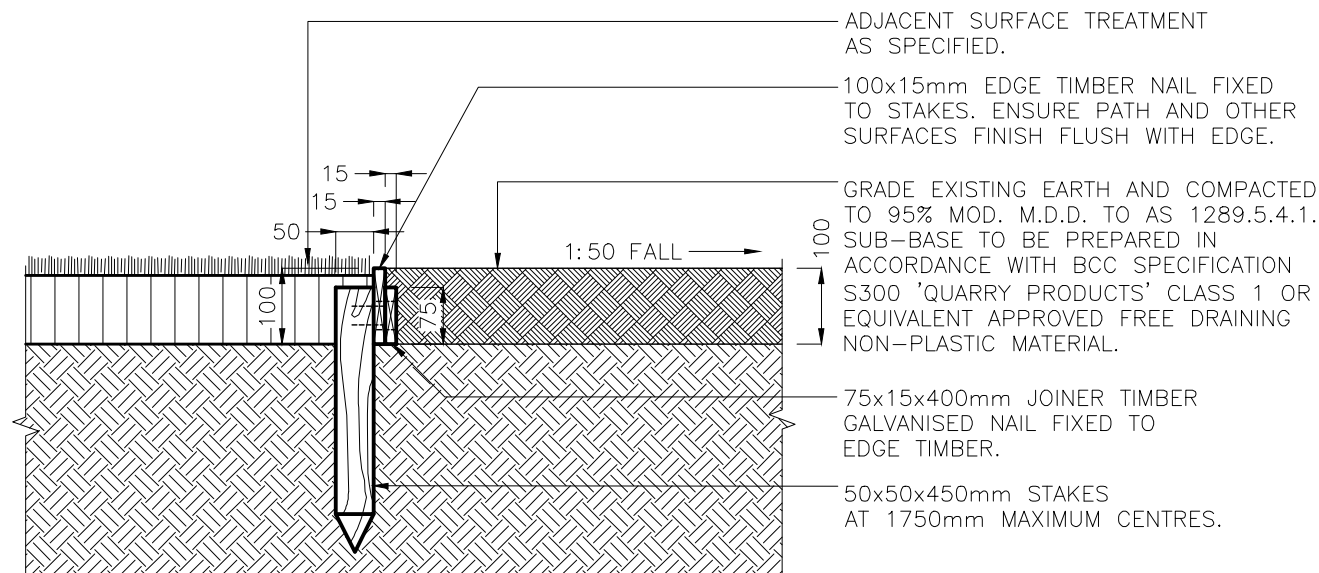
- G1. ENSURE PATHS ARE LOCATED IN ACCORDANCE WITH DETAILED LANDSCAPE PLAN, AND PARKS CHAPTER OF INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY.
 - G2. AUSTRALIAN STANDARDS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE REFERENCED AUSTRALIAN STANDARDS EXCEPT WHERE VARIED BY SPECIFICATIONS AND/OR DRAWINGS.
 - G3. MATERIAL CHOICES ARE TO BE DETERMINED ON THE GROUNDS OF SUSTAINABILITY, LOW MAINTENANCE, VANDAL RESISTANCE, PRODUCT AVAILABILITY AND SUITABILITY TO THE CLIMATIC CONDITIONS. MATERIALS ARE TO BE LOCALLY SOURCED.
 - G4. PATHWAYS & PAVEMENTS TO COMPLY WITH AUSTRALIAN STANDARDS FOR ACCESS & MOBILITY (AS1428).
 - G5. ENSURE SURROUNDS ARE CLEANED OF ASPHALT SPRAY WHEN INSTALLED TO PREVENT STAINING OR DAMAGE TO ADJACENT WORKS.
 - G6. ENSURE MOWN HEIGHT OF GRASS (TURF) AREA FINISHES FLUSH WITH PATH EDGE.
 - G7. ENSURE GARDEN AREAS (MULCH) FINISH 25 BELOW ADJACENT F.S.L.'s OF PAVEMENT AREAS.
 - G8. ALL PATHS TO HAVE 1:50 MINIMUM CROSSFALL.
 - G9. CARRY OUT WET PENDULUM TEST SLIP RESISTANCE TESTING ON PATH SURFACE TO AS/NZS4586 FOR ALL NEW SURFACES.
 - NEW/UNTRAFFICKED EXTERNAL SURFACES (<1 IN 20): CLASSIFIED AS CLASS 'P5' (>44 MEAN BPN USING A SLIDER 55 (TRL) RUBBER PAD) TO AS/NZS4586.
 - NEW/UNTRAFFICKED EXTERNAL SURFACES (>1 IN 20): MEAN BPN MUST BE INCREASED IN ACCORDANCE WITH APPENDIX A OF HB197 - AN INTRODUCTORY GUIDE TO SLIP RESISTANCE OF PEDESTRIAN SURFACES.
- NO ADDITIONAL APPLIED SLIP RESISTANCE TREATMENT IS PERMITTED. CONTRACTOR IS TO UNDERTAKE A SLIP RESISTANCE TEST TO NEW SURFACES IF REQUESTED BY THE SUPERINTENDENT AT NO ADDITIONAL COST.
- C10. SLIP RESISTANCE TESTING TO BE UNDERTAKEN WITH A BRITISH PENDULUM TEST USING A SLIDER 55 (TRL) RUBBER PAD AND RECORDED AND PRESENTED AS A BPN BY A SUITABLY ACCREDITED NATA LABORATORY.
- G11. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

CONCRETE WORK NOTES

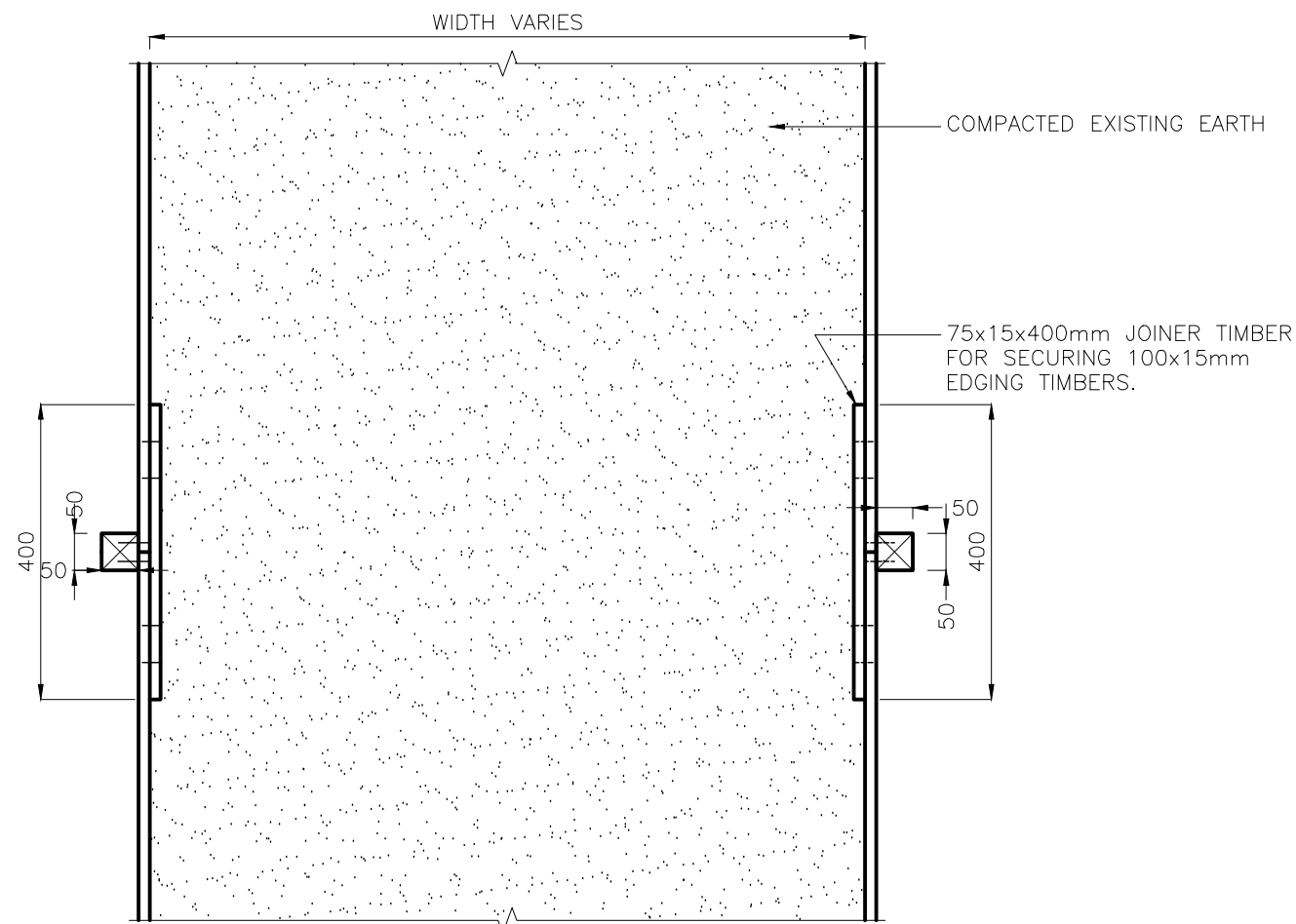
- C1. ALL WORKMANSHIP AND MATERIAL SHALL BE IN ACCORDANCE WITH AS3600.
- C2. AT A MINIMUM ALL CONCRETE TO BE GRADE N25. CONCRETE SHALL BE NORMAL CLASS CONCRETE UNLESS SPECIFIED OTHERWISE. N25 SHALL MEAN NORMAL CLASS CONCRETE WITH A 28 DAY CHARACTERISTIC STRENGTH OF 25MPa. CONCRETE MIX SHALL BE APPROVED BY THE SUPERINTENDENT PRIOR TO PLACING.
- C3. ALL CEMENT TO BE TYPE GP OR GB TO AS3972 UNLESS SPECIFIED OTHERWISE.
- C4. NORMAL AGGREGATE SIZE TO BE 20mm, SLUMP TO BE NOT GREATER THAN 80mm.

THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHALL BE ASSESSED AND ACCEPTED BY A SUITABLY QUALIFIED REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).

	BRISBANE CITY COUNCIL STANDARD DRAWING		PUBLISH DATE Mar '21
	PATH COLOURED AGGREGATE SPRAY SEAL		SCALE 1:10
			DRAWING NUMBER BSD-5215
	ORIGINAL SIZE A3	REVISION B	



WALKING TRACK – SECTION



WALKING TRACK – PLAN

GENERAL NOTES & SPECIFICATIONS


- ENSURE WALKING TRACKS ARE LOCATED IN ACCORDANCE WITH DETAILED LANDSCAPE PLAN AND PARKS CHAPTER OF INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY.
- AUSTRALIAN STANDARDS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE REFERENCED AUSTRALIAN STANDARDS EXCEPT WHERE VARIED BY SPECIFICATIONS AND/OR DRAWINGS.
- MATERIAL CHOICES ARE TO BE DETERMINED ON THE GROUNDS OF SUSTAINABILITY, LOW MAINTENANCE, VANDAL RESISTANCE, PRODUCT AVAILABILITY AND SUITABILITY TO THE CLIMATIC CONDITIONS. MATERIALS ARE TO BE LOCALLY SOURCED.
- REFER TO THE BRISBANE ACCESS AND INCLUSION PLAN 2012–2017 FOR FURTHER INFORMATION WHEN PLANNING AND DESIGNING THE BUILT ENVIRONMENT TO REASONABLY CONSIDER ACCESS AND INCLUSION FOR ALL WHERE APPROPRIATE.
- ENSURE MOWN HEIGHT OF GRASS (TURF) AREA FINISHES FLUSH WITH WALKING TRACK EDGE.
- ENSURE GARDEN AREAS (MULCH) AND NATURAL VEGETATION AREAS FINISH 25mm BELOW ADJACENT F.S.L's OF WALKING TRACK.
- ENSURE EVEN GRADE CROSS-FALLS MIN. 1:50 TO WALKING TRACKS.
- ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

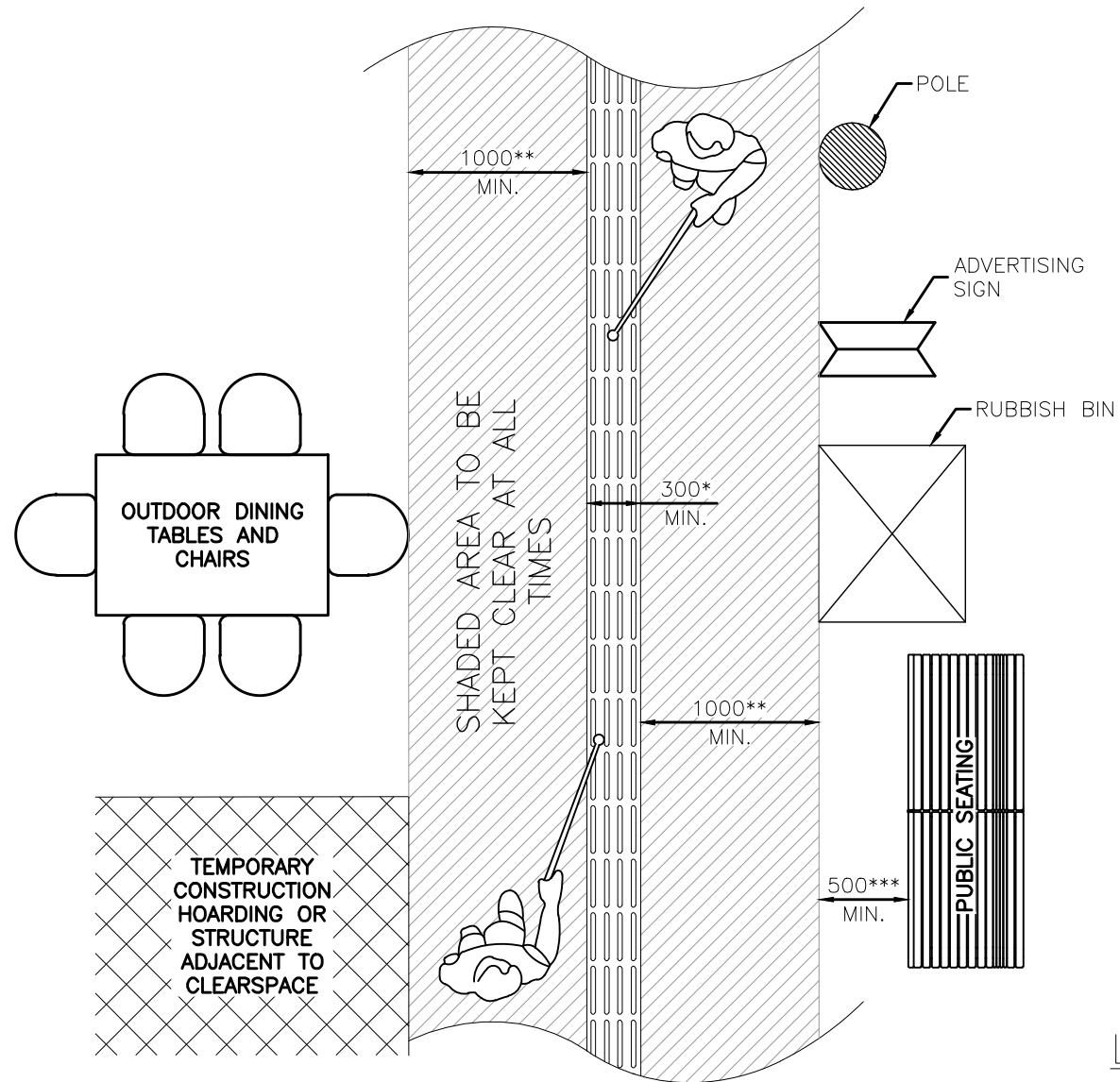
TIMBER WORK NOTES

- TIMBER SHOULD BE SOURCED FROM LEGAL AND SUSTAINABLE SOURCES. TIMBERS ARE CONSIDERED ACCEPTABLE WHERE THERE IS A HIGH DEGREE OF CERTAINTY THAT THEY ARE FROM FORESTS, EITHER NATIVE OR PLANTATION, THAT ARE LEGALLY HARVESTED AND SUSTAINABLY MANAGED. THE CONTRACTOR IS TO SUBMIT EVIDENCE THAT THE TIMBER HAS BEEN OBTAINED FROM A LEGAL AND SUSTAINABLE SOURCE.
- ALL TIMBER TO BE ACQ PRESSURE TREATED OR TANALITH E (COPPER AZOL) TO AS 1608 TREATED ROUGH SAWN APPEARANCE GRADE HARDWOOD OF ONE SPECIES.
- ALL EXPOSED EDGES TO RECEIVE MIN. 5mm WIDE ARRIS.
- PRIOR TO INSTALLATION, ALL CUTS, EDGES, JOINTS TO RECEIVE LIBERAL COATINGS WITH AN APPROVED TIMBER PRESERVATIVE.
- ALL TIMBER IN CONTACT WITH GROUND TO BE PRESERVATIVE TREATED TO HAZARD CLASS H5 TO AS 1604 AND HAVE A DURABILITY CLASS 1 OR 2 TO AS 5604.
- ALL TIMBER TO BE FREE OF KNOTS, SPLINTERS, CRACKS OR ANY MAJOR DEFECT.
- TIMBER PRESERVATIVES – WHERE NO FINISH SPECIFIED, ALL TIMBER TO RECEIVE 3 No COATS OF CLEAR APPROVED TIMBER PRESERVATIVE SUCH AS COPPER NAPHTHENATE OIL (FOR ABOVE GROUND USE) AND COPPER NAPHTHENATE EMULSION (FOR BELOW GROUND USE).
- LOCATE TIMBER EDGE AS NOTED ON PLAN.
- FIX EDGE WITH 2 (MIN.) NAILS PER STAKE.
- TO FORM CURVES SAW CUT RELIEF TO EDGE TO PROMOTE EASE OF BENDING. STAKE AT CLOSER CENTRES WHERE REQUIRED.

FIXTURES/FITTINGS NOTES

- ALL WORKMANSHIP AND MATERIAL SHALL BE IN ACCORDANCE WITH AS4100 & AS/NZS 1554.
- ALL FIXTURES/FITTINGS UNLESS SPECIFIED ARE TO BE HOT DIPPED GALVANISED UNLESS IN VICINITY OF SALTWATER/SPRAY, ENSURE ALL FASTENERS SHALL BE STAINLESS STEEL. PLASTIC SEPARATORS SHALL BE PROVIDED TO AVOID CONTACT BETWEEN DISSIMILAR MATERIALS. STAINLESS STEEL GRADE 316 TO BE USED. WHERE POSSIBLE ALL FIXINGS TO BE TAMPER/VANDAL PROOF TO MINIMISE DAMAGE OR THEFT.

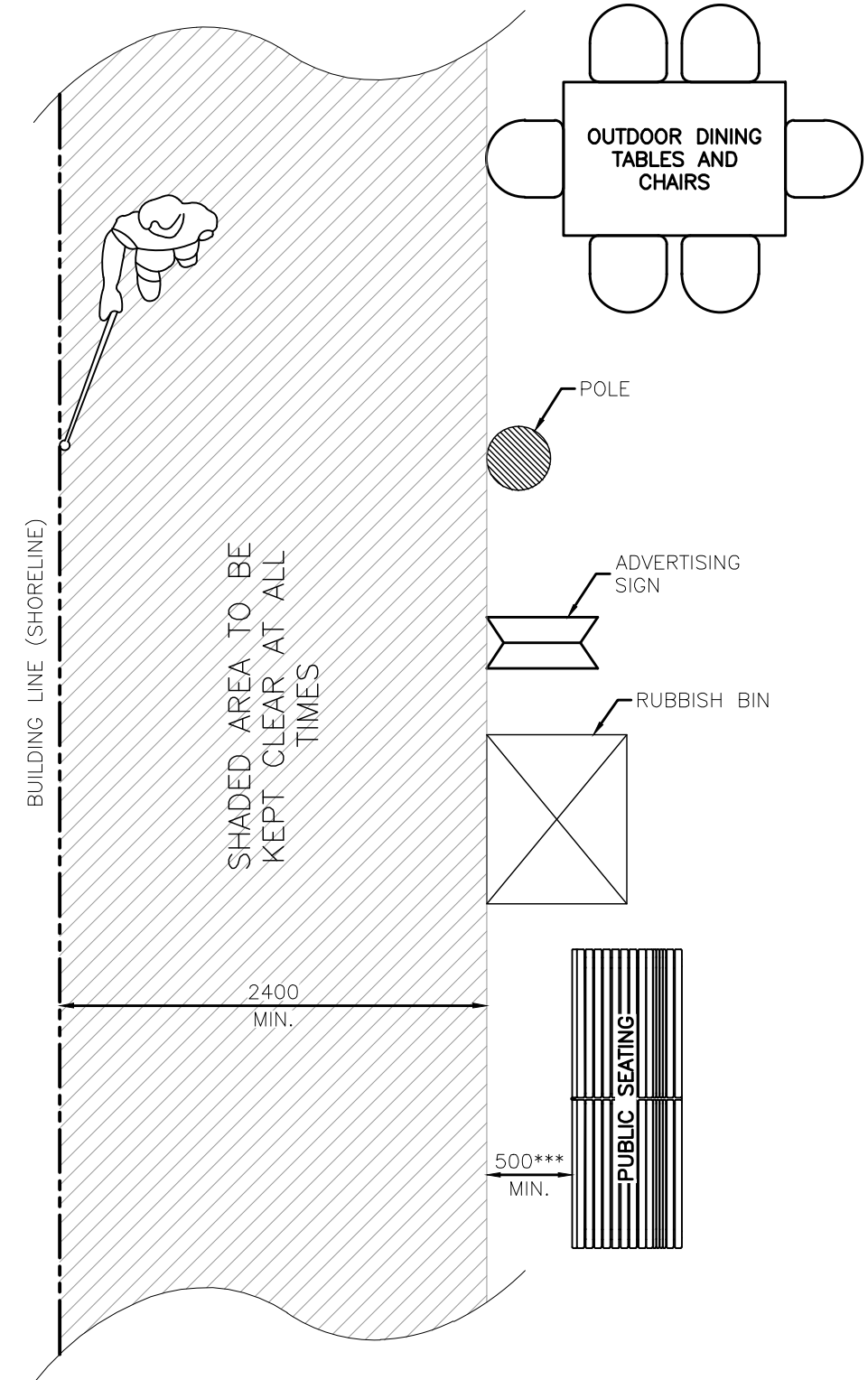
				DRAWING AUTHORISED FOR PUBLICATION PAUL COTTON SIGNATURE ON ORIGINAL DATED 03/09/04 MANAGER INFRASTRUCTURE MANAGEMENT R.P.E.O: 2546				DESIGN	Std Dwgs WG	DATE	OCT '13		BRISBANE CITY COUNCIL STANDARD DRAWING		
				DESIGN APPROVED LAUREN TEMPLEMAN SIGNATURE ON ORIGINAL DATED 31/08/04				DRAWN	CPO - P&D	DATE	OCT '13				SCALE
				PRICIPAL PROGRAM OFFICER PARKS				CHECKED	UMD - E&P & IMB	DATE	OCT '13		DWG No.		BSD-5216
A	Drawing Converted From UMS Series April 2014			APR '14	APR '14	APR '14	DRAWING FILENAME				ORIGINAL SIZE		A3		
ISSUE	AMENDMENT			DRAWN DATE	CHK'D DATE	APPR'D DATE	ASSOCIATED PLANS				REVISION		A		



VISION IMPAIRED PEDESTRIANS'
CLEARANCE REQUIREMENTS
ON DIRECTION TGSİ ('BRAILLE') TRAIL

LEGEND

- PERMANENT DIRECTIONAL TGSİ
- * REFER NOTE 2
- ** REFER NOTE 4
- *** REFER NOTE 5

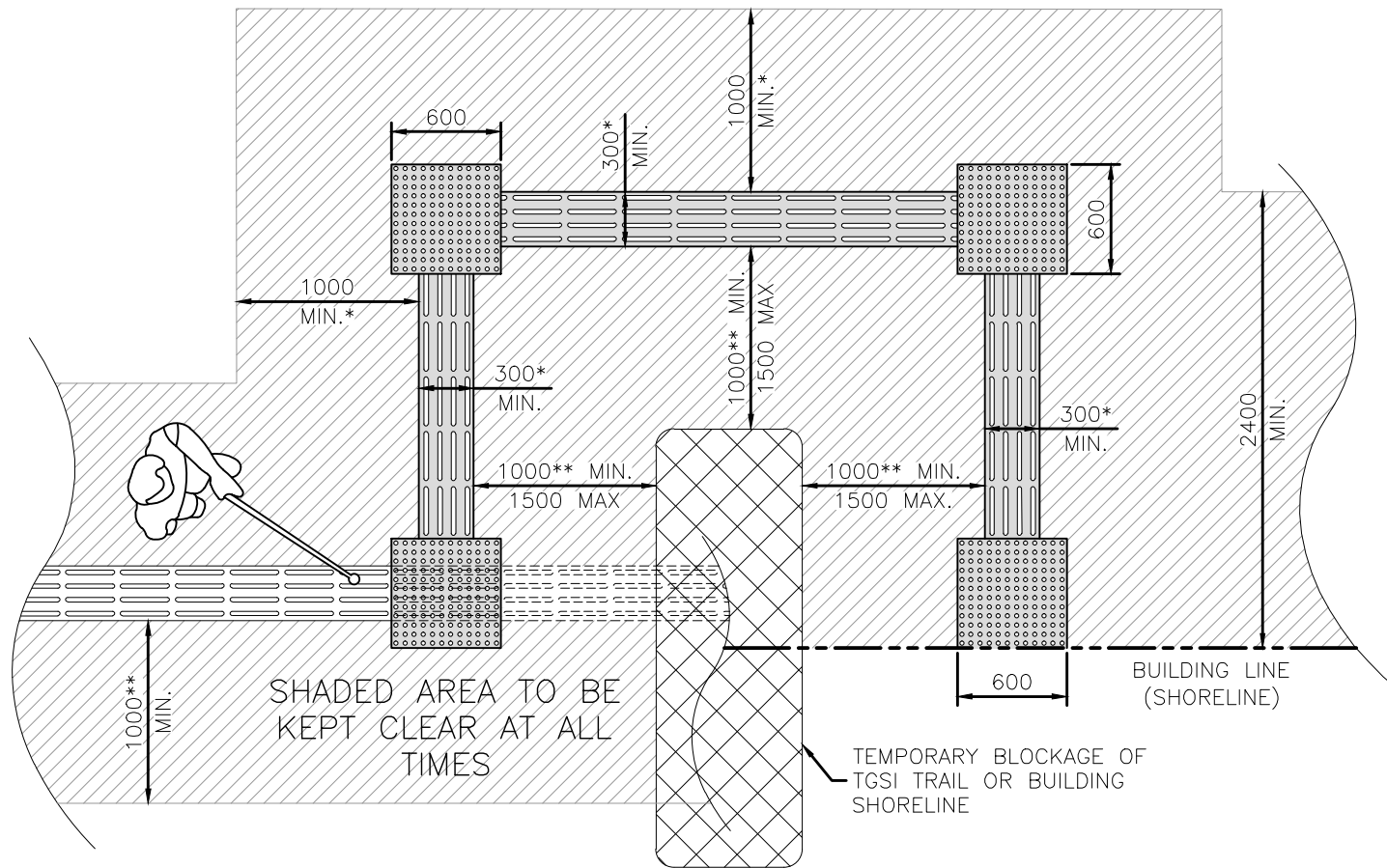


VISION IMPAIRED PEDESTRIANS'
CLEARANCE REQUIREMENTS
FROM BUILDING SHORELINE

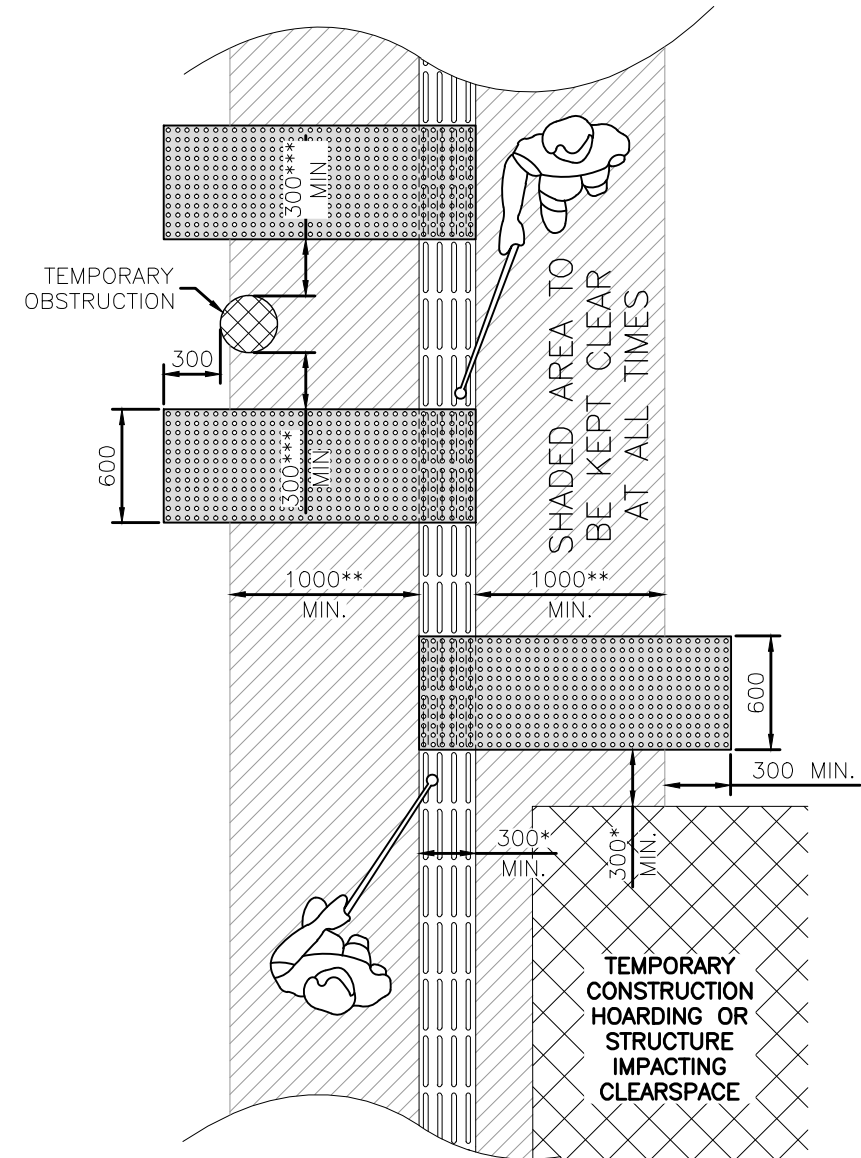
NOTES:

1. REFER TO AS1428.4.1 FOR GENERAL DETAIL ON THE SELECTION AND PLACEMENT OF TGSİ.
2. WIDTH OF DIRECTIONAL TGSİ TO BE 300 MINIMUM, 600 MAXIMUM AS PER AS1428.4.1.
3. WIDTH OF WARNING TGSİ TO BE 600 AS PER AS1428.4.1.
4. OBSTRUCTION SHOWN (POLE, SIGN, FURNITURE, SEATING ETC.) ARE EXAMPLES ONLY.
5. 1000 MINIMUM CLEARANCE BETWEEN ANY OBSTRUCTION AND DIRECTIONAL TGSİ AS PER CLAUSE 6.3 OF AS1428.1.
6. 500 MINIMUM CLEARANCE BETWEEN SEATING AND DIRECTIONAL TGSİ AS PER CLAUSE 27.1 OF AS1428.2.
7. REFER TO STANDARD DRAWINGS BSD-2101 TO BSD-2111 FOR TGSİ REQUIREMENTS AT BUS STOPS.
8. REFER TO STANDARD DRAWINGS BSD-5231 TO BSD-5234 FOR TGSİ REQUIREMENTS AT KERB RAMPS AND OTHER PEDESTRIAN CROSSINGS.
9. ALL DIMENSIONS ARE IN MILLIMETRES (U.N.O.).

				DRAWING AUTHORISED FOR PUBLICATION I. Condric Approved June 2015				DESIGN	A&I Team	DATE	Jul '14	BRISBANE CITY COUNCIL STANDARD DRAWING DIRECTIONAL TGSİ/WAYFINDING TRAILS – PERMANENT CLEARANCES SHEET 1 OF 2	SCALE NOT TO SCALE		
				For ASSET ENGINEERING MANAGER STRATEGIC ASSET MANAGEMENT DESIGN APPROVED				DRAWN	DL	DATE	Oct '14		BSD-5217	DWG No.	
				M. Tucker Approval on Original June 2015				CHECKED	Std Dwg Wkg Grp	DATE	May '15			ORIGINAL SIZE	
				SENIOR PROJECT OFFICER COMMUNITY FACILITIES PLANNING AND DESIGN				DRAWING FILENAME	BSD-5217 (B) Directional TGSİ_wayfinding trails - Permanent clearances - Sheet 1 of 2.dwg				REVISION		
B	Drawing Title Amended	JAN '16	JUL '16	JUL '16					ASSOCIATED PLANS					A3	B
A	ORIGINAL ISSUE	Oct '14	Oct '14	Jun '15											
ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE											



VISION IMPAIRED PEDESTRIANS' DETOUR WHEN DIRECTION TGSi TRAIL IS TEMPORARILY OBSTRUCTED



WARNINGS FOR VISION IMPAIRED PEDESTRIANS' WHEN TGSi CLEARANCES ARE TEMPORARILY COMPROMISED

LEGEND

- PERMANENT DIRECTIONAL TGSi
- TEMPORARY DIRECTIONAL TGSi
- PERMANENT DIRECTIONAL TGSi TO BE COVERED OR REMOVED DURING TRAIL DIVERSION
- TEMPORARY WARNING TGSi
- * REFER NOTE 2
- ** REFER NOTE 4
- *** REFER NOTE 5

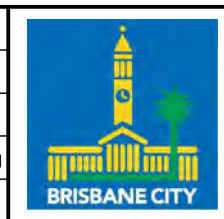
NOTES:

1. REFER TO AS1428.4.1 FOR GENERAL DETAIL REGARDING THE SELECTION AND PLACEMENT OF TGSi.
2. WIDTH OF DIRECTIONAL TGSi TO BE 300 MINIMUM, 600 MAXIMUM AS PER AS1428.4.1.
3. WIDTH OF WARNING TGSi TO BE 600 AS PER AS1428.4.1.
4. 1000 MINIMUM CLEARANCE BETWEEN ANY OBSTRUCTION AND DIRECTIONAL TGSi AS PER CLAUSE 6.3 OF AS1428.1.
5. 300 MINIMUM CLEARANCE TO GANTRY LEG AS PER CLAUSE 2.3.3 OF AS1428.4.1.
6. REFER TO STANDARD DRAWINGS BSD-2101 TO BSD-2111 FOR TGSi REQUIREMENTS AT BUS STOPS.
7. REFER TO STANDARD DRAWINGS BSD-5231 TO BSD-5234 FOR TGSi REQUIREMENTS AT KERB RAMPS AND OTHER PEDESTRIAN CROSSINGS.
8. ALL DIMENSIONS ARE IN MILLIMETRES (U.N.O.).

B	Drawing Title Amended	JAN '16	JUL '16	JUL '16
A	ORIGINAL ISSUE	Oct '14	Oct '14	JUN '15
ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE

DRAWING AUTHORISED FOR PUBLICATION
I. Condric Approved
June 2015
For ASSET ENGINEERING MANAGER
STRATEGIC ASSET MANAGEMENT
DESIGN APPROVED
M. Tucker Approval on Original
June 2015
SENIOR PROJECT OFFICER
COMMUNITY FACILITIES PLANNING AND DESIGN

DESIGN	A&I Team	DATE	Jul '14
DRAWN	DL	DATE	Oct '14
CHECKED	Std Dwg Wkg Grp	DATE	May '15
DRAWING FILENAME	BSD-5217 (B) Directional TGSi_wayfinding trails - Temporary diversions - Sheet 2 of 2.dwg		
ASSOCIATED PLANS			



BRISBANE CITY COUNCIL STANDARD DRAWING

DIRECTIONAL TGSi/WAYFINDING TRAILS – TEMPORARY DIVERSIONS

SHEET 2 OF 2

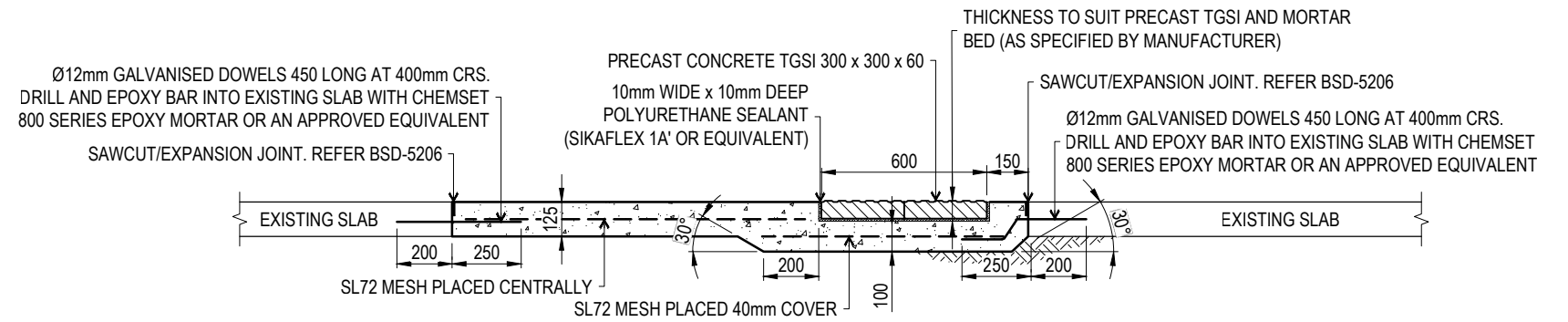
SCALE: NOT TO SCALE
DWG No: **BSD-5217**
ORIGINAL SIZE: A3
REVISION: B

TACTILE GROUND SURFACE INDICATOR COLOURS FOR HARDSTAND

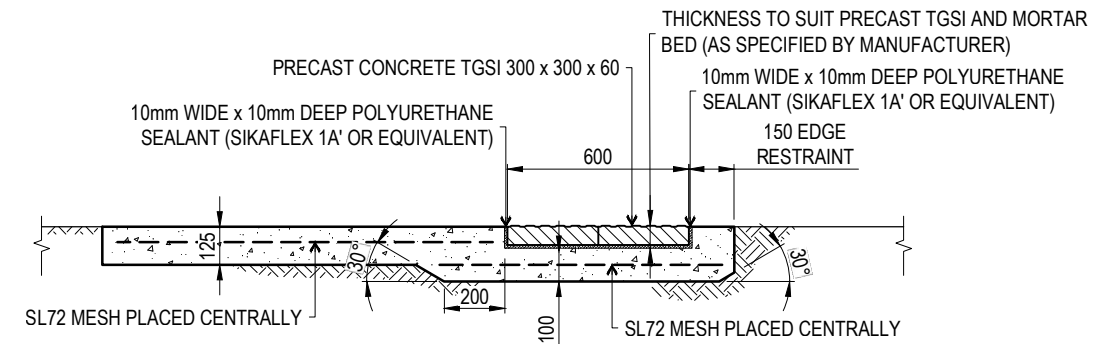
BACKGROUND PAVEMENT FINISH (OR APPROVED EQUIVALENT)	PERMANENT INSTALLATIONS	TEMPORARY AND RETROFIT INSTALLATIONS
	CCS COLOUR <i>REFER NOTES 1, 2, 3 AND 5</i>	COLOUR <i>REFER NOTES 1, 6, 7 AND 8</i>
BROOM FINISH (GENERAL PURPOSE CONCRETE)	CCS VOODOO	BLACK
CBD HONED CONCRETE (HANSON RACONA)	CCS VOODOO	BLACK
EXPOSED AGGREGATE WITHIN 5km RADIUS OF CBD (HANSON VICTORIA FALLS)	CCS VOODOO	BLACK
EXPOSED AGGREGATE OUTSIDE OF 5km RADIUS OF CBD (HANSON BLUE GOLD)	CCS VOODOO	BLACK
HANSON CHEQUERBOARD	CCS VOODOO	BLACK
HANSON HONEY RED	CCS VOODOO	BLACK
HANSON MARTIAN RED	CCS VOODOO	BLACK
HANSON BLUE HEELER	CCS VOODOO	BLACK
HANSON DARK JADE	CCS VOODOO	BLACK
HANSON TIGER STONE	CCS VOODOO	BLACK
HANSON MOONSTONE	CCS VOODOO	BLACK
HANSON CHARCOAL	CCS VOODOO	BLACK
ASPHALT	CCS PEWTER	IVORY

NOTES:

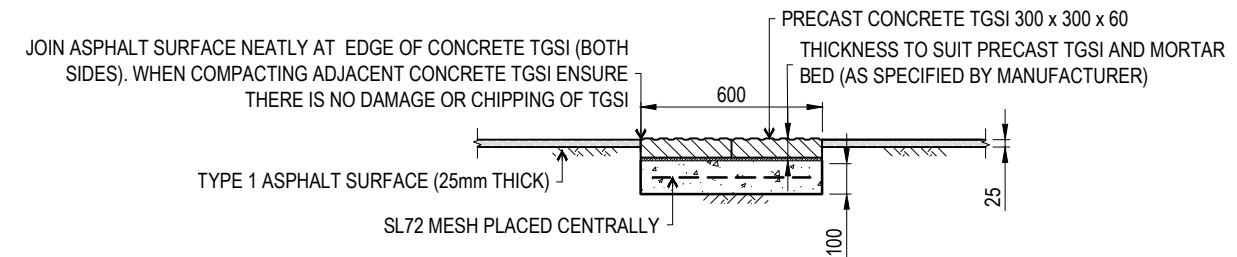
- TGSI TYPES BY INSTALLATION TYPE:
 - PERMANENT INSTALLATIONS: CONCRETE PAVER TGSI;
 - RETROFIT INSTALLATIONS: RIGID POLYMER COMPOSITE OR PRESSED SINGLE SHEET METAL TGSI;
 - TEMPORARY INSTALLATIONS: RIGID POLYMER COMPOSITE, PRESSED SINGLE SHEET METAL OR POLYURETHANE TGSI.
- CONCRETE TGSI REQUIREMENTS AS PER CLAUSE 7.6 OF THE REFERENCE SPECIFICATIONS FOR ENGINEERING WORK S205 CENTRES HONED CONCRETE PATHS.
- A PENETRATING CONCRETE SEALER SHALL BE APPLIED TO ALL CONCRETE TGSI - EITHER:
 - 'PRO GLO PROFESSIONAL SEAL';
 - 'CONCRETE COLOUR SYSTEM (CCS) STREETScape SEALER';
 - 'BASF MATERSEAL 333'; OR
 - APPROVED EQUIVALENT TO THE LISTED PRODUCTS.
- THE TACTILE GROUND SURFACE INDICATORS (TGSI) IDENTIFIED IN THIS TABLE MEET THE LUMINANCE CONTRAST REQUIREMENTS WITH THE BACKGROUND PAVEMENTS/SURFACES REQUIRED BY AS1428.4.1. THE TGSI COLOUR SELECTION WAS THE RESULT OF INDEPENDENT TESTING USING THE METHODOLOGY SETOUT IN APPENDIX E OF AS1428.4.1.
- PERMANENT INSTALLATIONS REFER TO NEW AND RECONSTRUCTION INSTALLATION.
- RETROFIT AND TEMPORARY INSTALLATIONS ARE DEFINED AS:
 - EXISTING SURFACES WHERE IT IS IMPRACTICAL TO INSTALL CONCRETE PAVER TGSI;
 - BRICK AND CLAY INTERLOCKING PAVER SURFACES;
 - RETRO-FITTING TO BRIDGE STRUCTURES;
 - PRE-TENSIONED AND CANTILEVERED SLABS/STRUCTURES;
 - SERVICE PIT LIDS;
 - TEMPORARY BUS STOPS;
 - TEMPORARY HOARDING AND GANTRY WARNING/DIRECTION SITUATIONS.
- TEMPORARY SITUATIONS ARE TO BE FOR INSTALLATIONS NO LONGER THAN 12 MONTHS IN DURATION.
- RIGID POLYMER COMPOSITE, PRESSED SINGLE SHEET METAL AND POLYURETHANE TGSI TO BE INSTALLED TO MANUFACTURERS/SUPPLIERS REQUIREMENTS.
- YELLOW TGSI ARE NOT TO BE USED UNLESS DIRECTED.
- DIMENSIONS IN MILLIMETRES (U.N.O.)



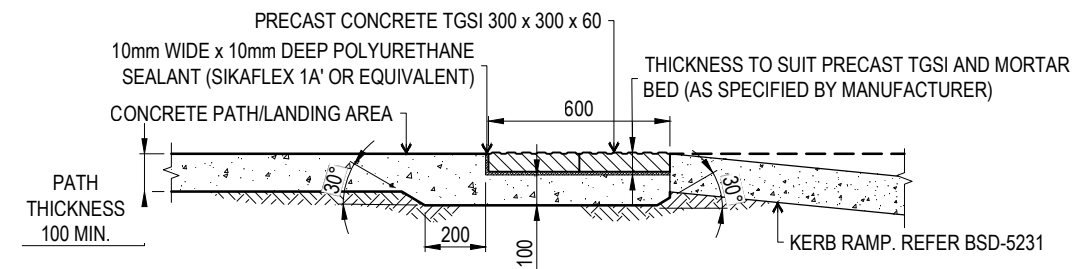
JOIN TO EXISTING CONCRETE PATH



NEW CONSTRUCTION



ASPHALT SURFACE



KERB RAMP INSTALLATION

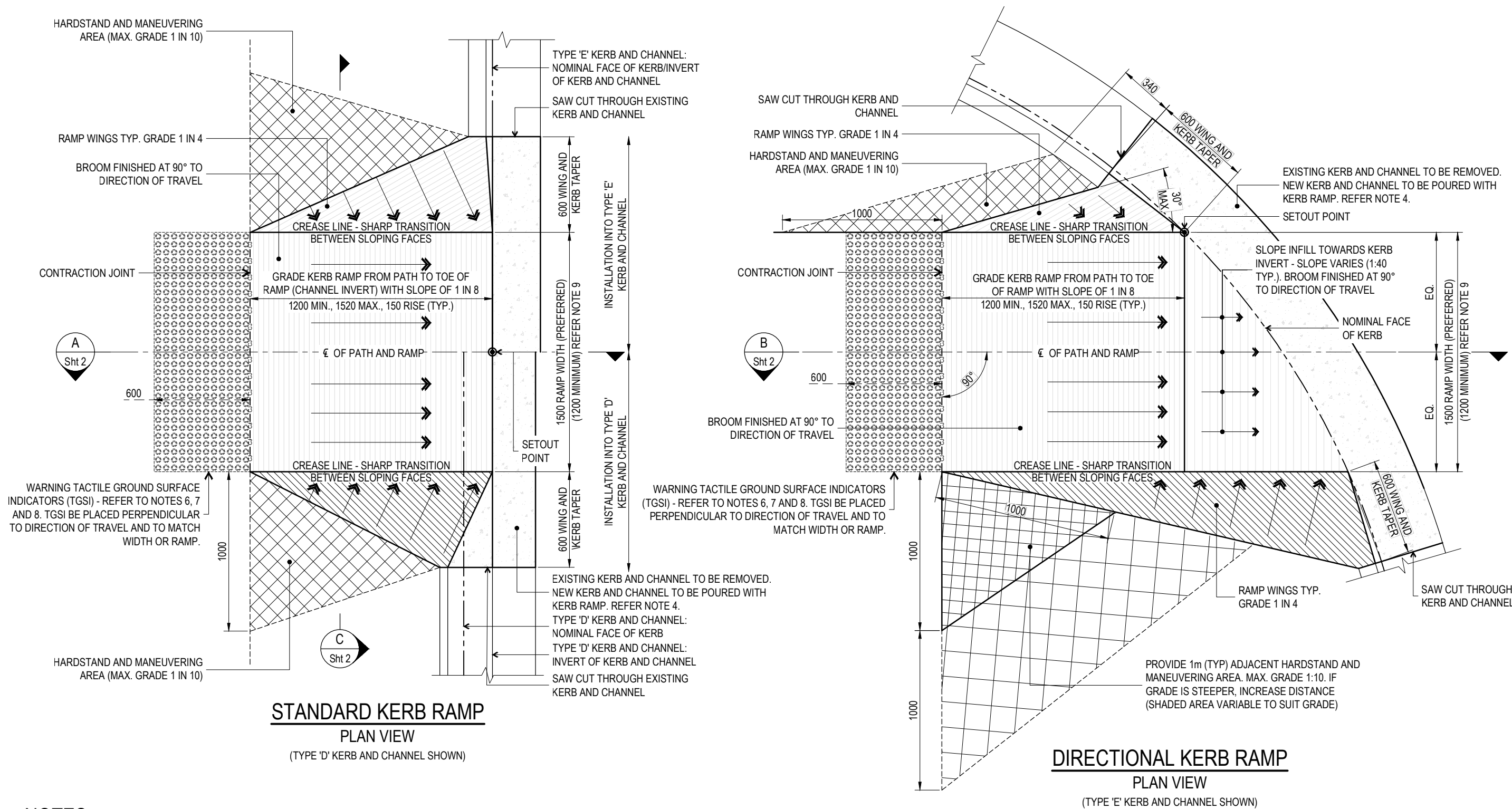
THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED DESIGNER AND/OR REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).



BRISBANE CITY COUNCIL STANDARD DRAWING

TACTILE GROUND SURFACE
INDICATOR DETAIL

PUBLISH DATE		DEC 2023
SCALE		NOT TO SCALE
DRAWING NUMBER		BSD-5218
ORIGINAL SIZE	REVISION	
A3	C	



STANDARD KERB RAMP
 PLAN VIEW
 (TYPE 'D' KERB AND CHANNEL SHOWN)

DIRECTIONAL KERB RAMP
 PLAN VIEW
 (TYPE 'E' KERB AND CHANNEL SHOWN)

NOTES:

1. THE SPECIFIED PAVEMENT STANDARD DOES NOT APPLY TO POOR SUBGRADE. REFER SUPPLEMENTARY NOTES (BSD-0019) FOR DETAIL.
2. ALL CONCRETE TO BE GRADE N32.
3. ALL CONCRETE TO BE BROOM FINISHED.
4. KERB RAMP IS TO BE CAST MONOLITHICALLY (i.e. IN A SINGLE POUR) WITH THE KERB AND CHANNEL. EXISTING KERB AND CHANNEL TO BE SAW CUT AND REMOVED.
5. MAXIMUM SLOPE OF 1 IN 8 COMPLIES WITH AS/NZS1428 DESIGN FOR ACCESS AND MOBILITY.
6. TACTILE GROUND SURFACE INDICATORS (TGSIs) ONLY TO BE USED ON RAMP WITH A GRADE OF 1 IN 9 OR FLATTER OR WHERE A NEED IS DEEMED TO EXIST.
7. TACTILE GROUND SURFACE INDICATORS (TGSIs) IN ACCORDANCE WITH AS/NZS1428.4 DESIGN FOR ACCESS AND MOBILITY.
8. TGSi TYPE/MATERIAL AND INSTALLATION AS PER BSD-5218.
9. KERB RAMP WIDTH:
 - (a) 1500 PREFERRED, 1200 MINIMUM WIDTH (UNLESS DIRECTED OTHERWISE).
 - (b) CONCRETE PATHS: MATCH RAMP WIDTH TO NEW OR EXISTING (WHERE PRESENT) PATH WIDTH (1500 OR 1800 PATHS WILL HAVE MATCHING KERB RAMP WIDTHS AS MINIMUM) WHERE PRACTICABLE. DESIRABLE AND MINIMUM WIDTHS IN ACCORDANCE WITH (a).
 - (c) FULL WIDTH FOOTPATH: REFER TO PROJECT SPECIFIC DESIGN DRAWINGS. RAMP WIDTH TO BE 1500 PREFERRED (1200 MINIMUM).
 - (d) NO PATH OR CONSTRUCTED SURFACE: 1200 MINIMUM WIDTH.
10. LOCALISED PATH WIDENING MAY BE REQUIRED TO MATCH PREFERRED RAMP WIDTH. PROVIDE 1:5 TRANSITION BETWEEN DIFFERING PATH WIDTHS.
11. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

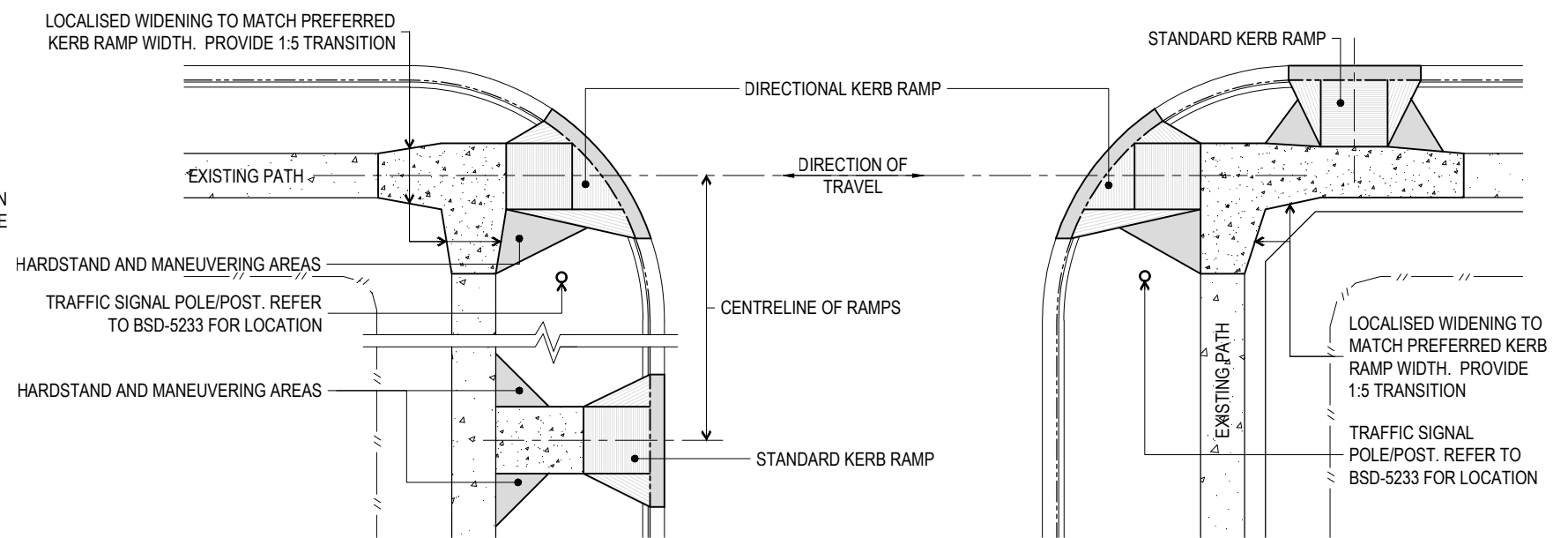
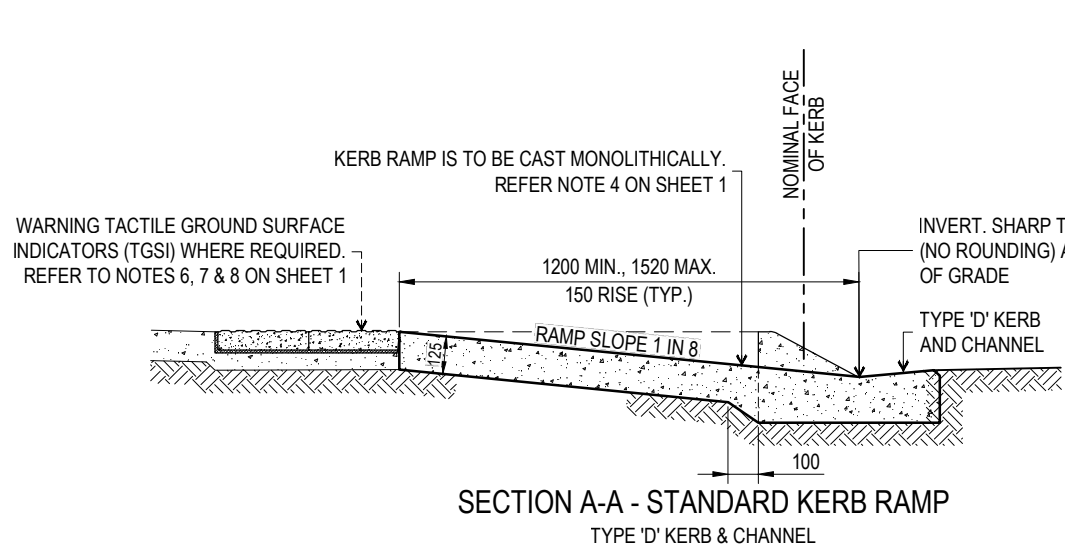
THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED DESIGNER AND/OR REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).



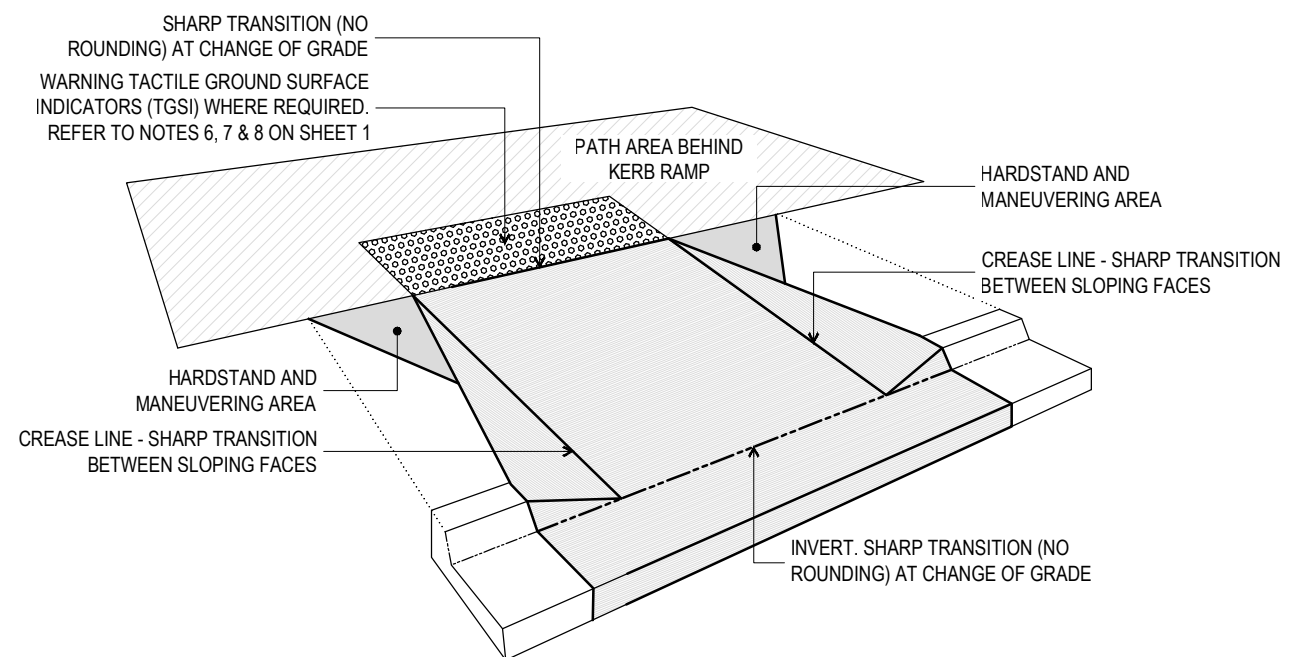
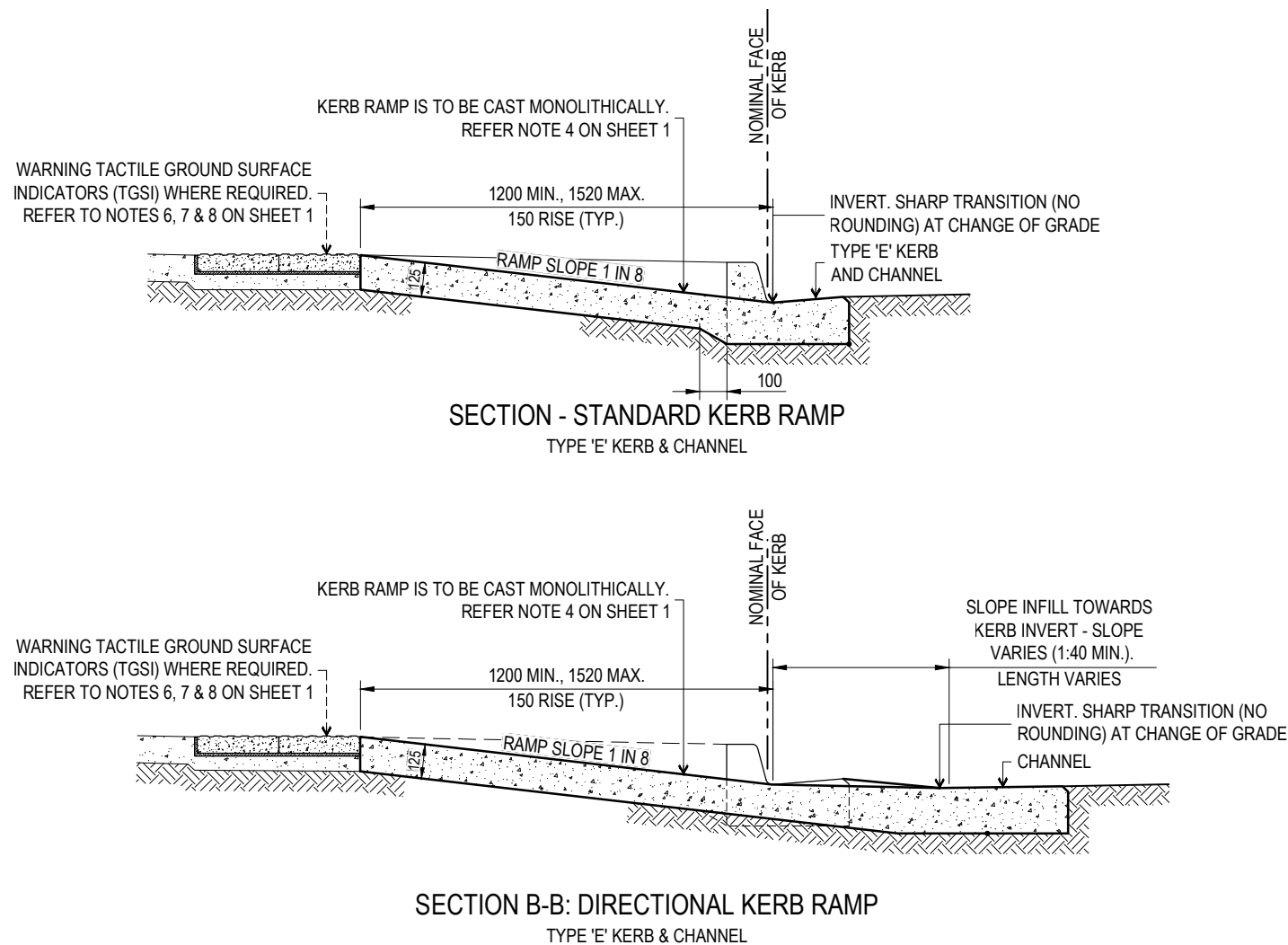
BRISBANE CITY COUNCIL STANDARD DRAWING

KERB RAMP
PLAN VIEWS AND NOTES
SHEET 1 OF 2

PUBLISH DATE		DEC 2023
SCALE		NOT TO SCALE
DRAWING NUMBER		BSD-5231
ORIGINAL SIZE	REVISION	
A3	F	

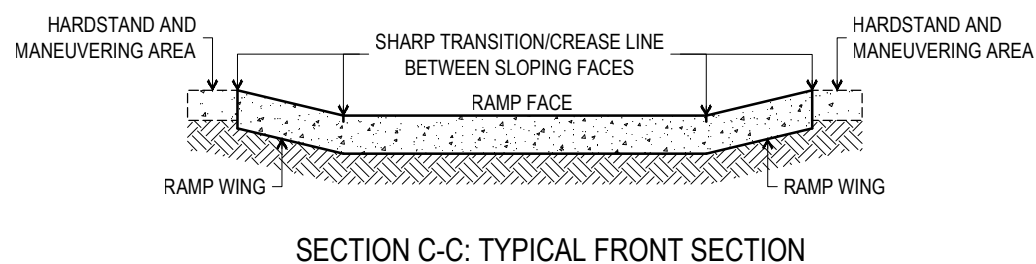


TYPICAL LOCATIONS



PICTORIAL VIEW

(STANDARD KERB RAMP, TYPE 'E' K&C)



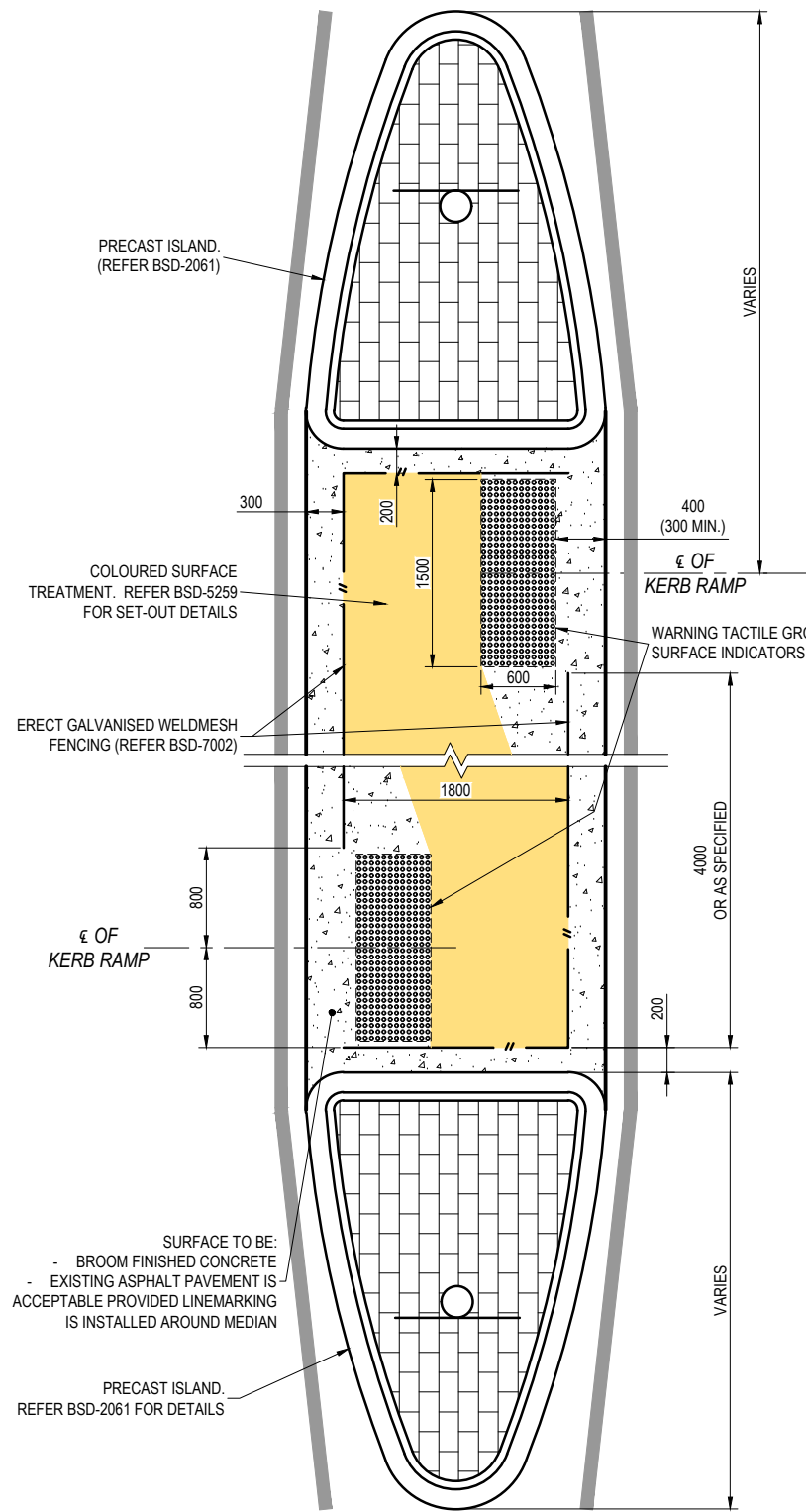
THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED DESIGNER AND/OR REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).



BRISBANE CITY COUNCIL STANDARD DRAWING

**KERB RAMP
SECTIONS AND LAYOUTS
SHEET 2 OF 2**

PUBLISH DATE	DEC 2023
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5231
ORIGINAL SIZE	A3
REVISION	F

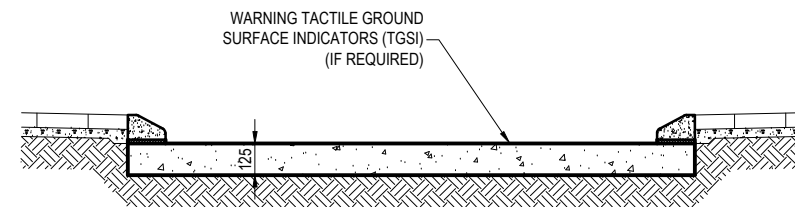


PLAN
TYPICAL PEDESTRIAN ISLAND
WITH SAFETY FENCING

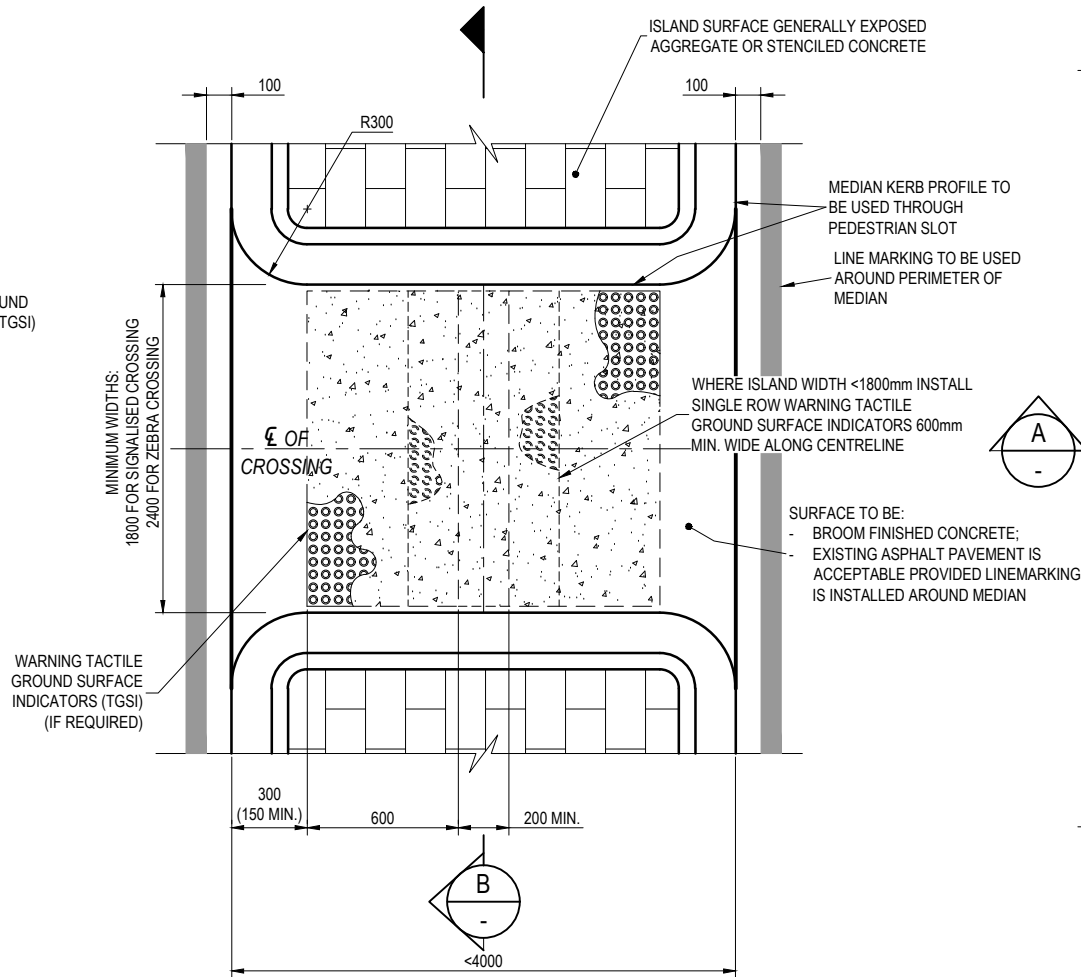
REFER BSD-5258 FOR ADDITIONAL DETAIL

NOTES:

1. ALL CONCRETE TO BE GRADE N25.
2. PEDESTRIAN RAMP TO BE BROOM FINISHED CONCRETE. FOR SLIP RESISTANCE REQUIREMENTS, REFER TO REFERENCE SPECIFICATION FOR ENGINEERING WORKS S155 ROAD PAVEMENT MARKINGS.
3. EXISTING CONCRETE AND ASPHALT ABUTTING PROPOSED ISLAND RAMP TO BE SAW CUT.
4. MAXIMUM SLOPE OF 1 IN 8 COMPLIES WITH AS1428 'DESIGN FOR ACCESS AND MOBILITY'.
5. TACTILE GROUND SURFACE INDICATORS (TGS)'S IN ACCORDANCE WITH AS1428. 'DESIGN FOR ACCESS AND MOBILITY'.
6. TGS TO BE INSTALLED AS PER BSD-5218.
7. WHERE KERB RAMP GRADE FLATTER THAN 1 IN 8, INSTALL TACTILE GROUND SURFACE INDICATORS. REFER BSD-5231.
8. DIMENSIONS IN MILLIMETRES (U.N.O.).

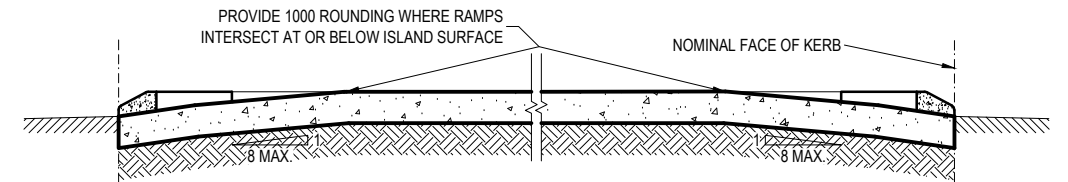


SECTION B-B

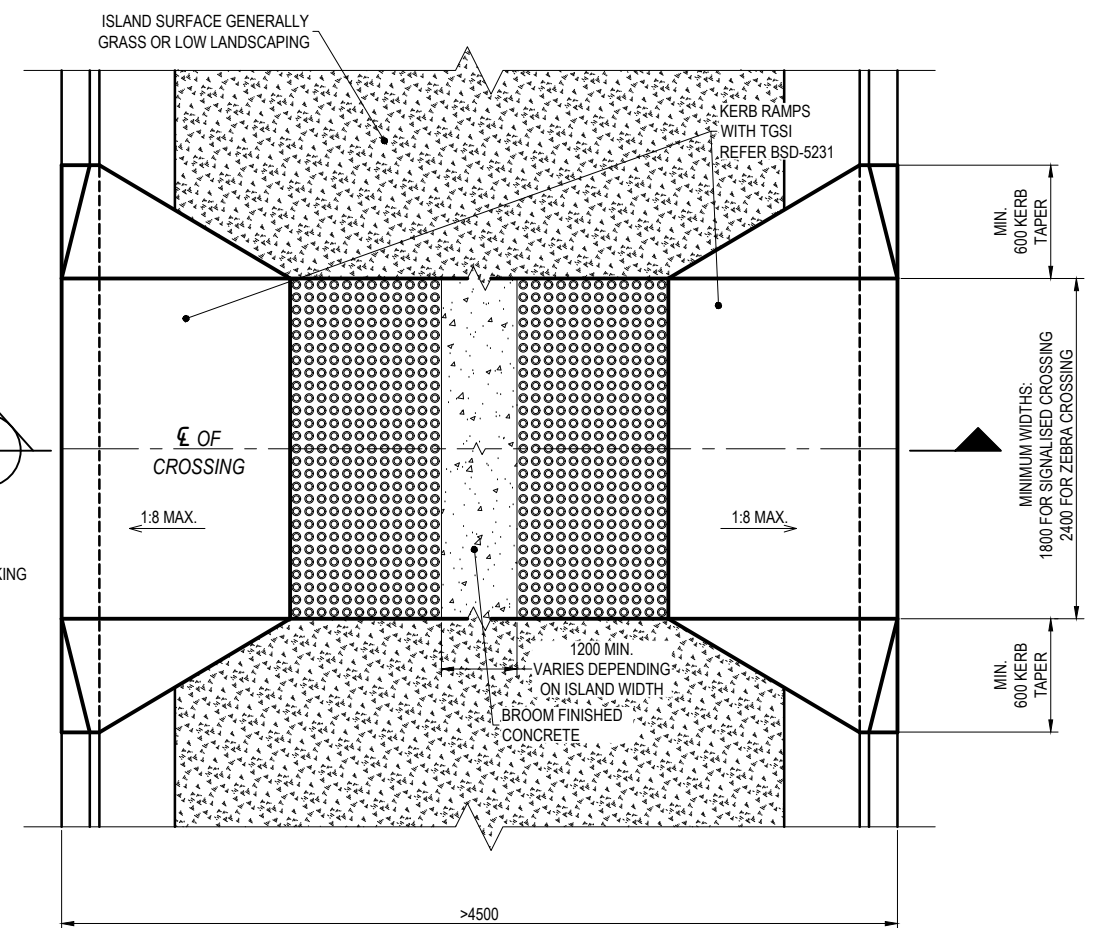


PLAN
PEDESTRIAN SLOT

PREFERRED OPTION FOR ALL PEDESTRIAN MEDIAN CROSSINGS
MUST BE USED FOR NARROW MEDIANS (<4000)



SECTION A-A

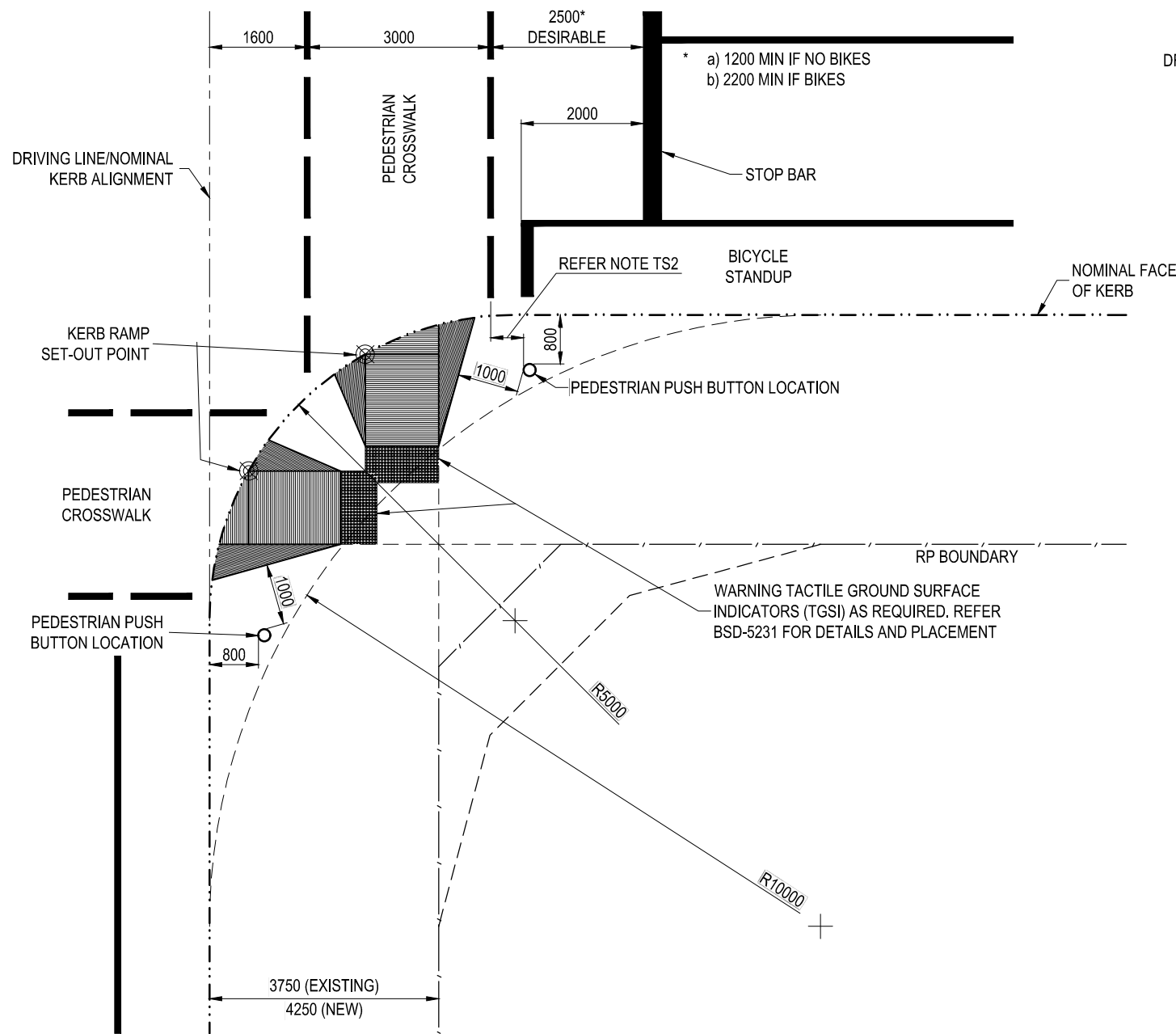


PLAN
PEDESTRIAN RAMP

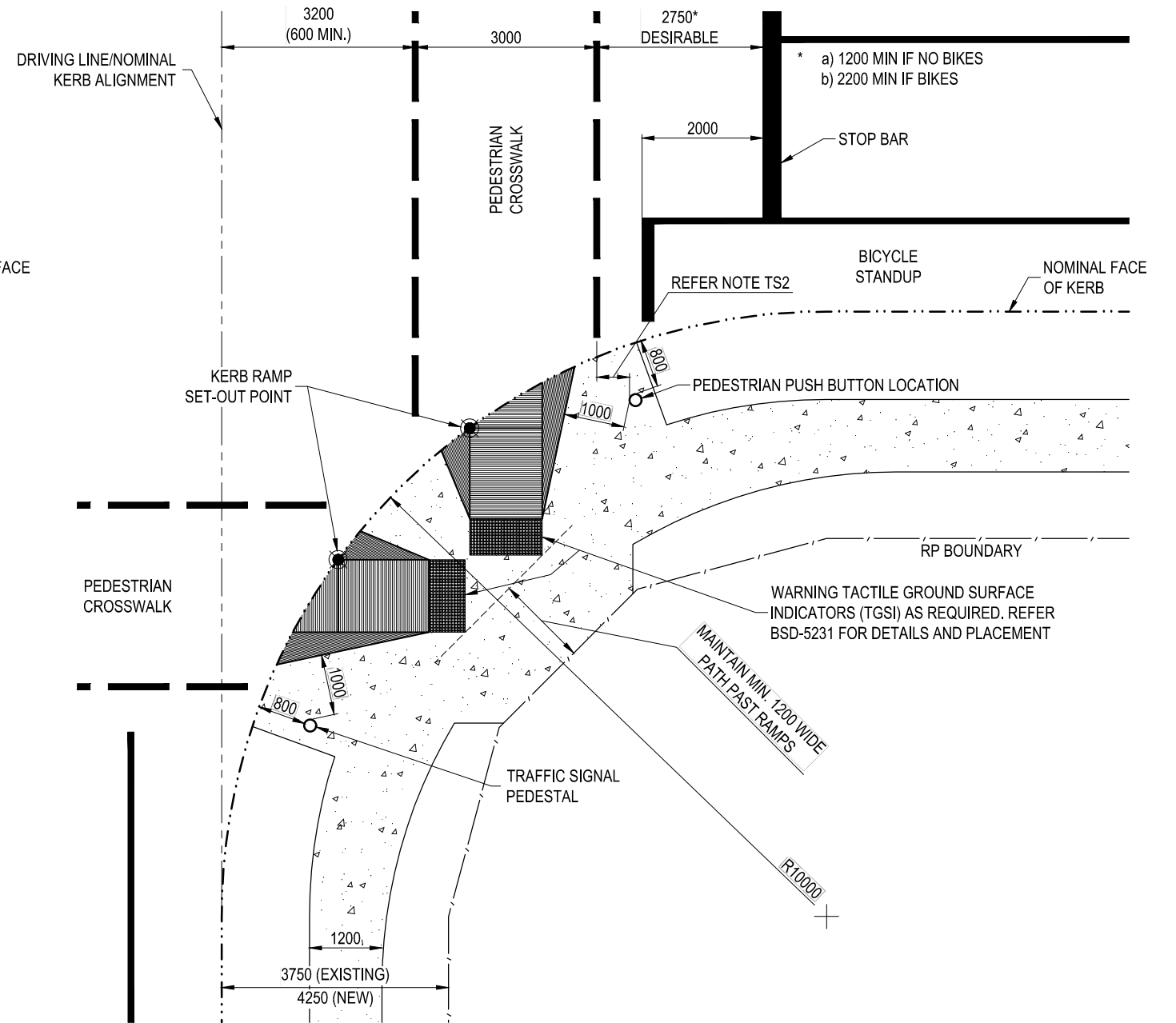
ONLY USED FOR MEDIANS >4500.

THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHALL BE ASSESSED AND ACCEPTED BY A SUITABLY QUALIFIED REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).

	BRISBANE CITY COUNCIL STANDARD DRAWING		PUBLISH DATE	Mar '21
	ISLAND PEDESTRIAN ACCESS		SCALE	NOT TO SCALE
			DRAWING NUMBER	BSD-5232
	ORIGINAL SIZE	A3	REVISION	C



CITY LOCATION



SUBURBAN LOCATION

NOTES:

CITY LOCATION KERB RAMP

- CL1. TO ALIGN WITH PRIVATE (RP) PROPERTY BOUNDARY (SHORELINE).
- CL2. KERB RAMPS TO BE CENTRAL IN CROSS WALK.

PEDESTRIAN PUSH BUTTON

- TS1. 800 FROM NFK, 2000 MAX.
- TS2. SHOULD BE LOCATED NOT MORE THAN 1000 OUTSIDE THE PROJECTION OF THE SIGNALISED CROSSING
- TS3. 1000 CLEAR OF KERB RAMP WING.
- TS4. ALIGNS WITH BICYCLE STOP BAR (WHERE PRESENT)

SUBURBAN LOCATION KERB RAMP

- SL1. NOT POSSIBLE TO ALIGN WITH PRIVATE PROPERTY BOUNDARY.
- SL2. KERB RAMPS TO BE CENTRAL IN CROSS WALK.
- SL3. GRADE UP AT 1:8 FROM SET-OUT POINT.
- SL4. LOCATE SUCH THAT CROSS WALK LINES DO NOT INTERSECT. MAY SEPARATE RAMPS FURTHER APART, HOWEVER THIS WILL AFFECT PHASE TIMING OF SIGNALS.

GENERAL NOTES

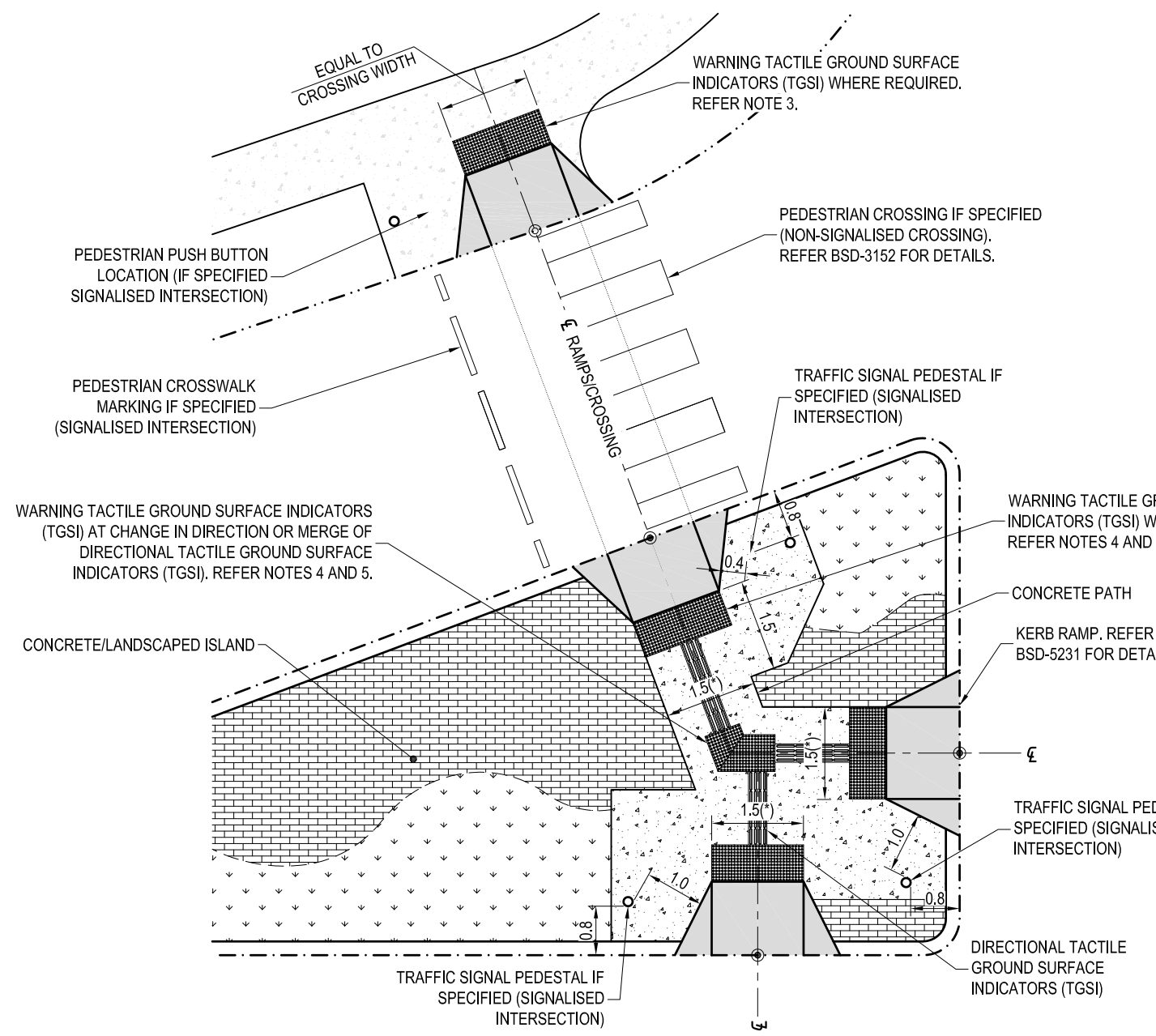
- G1. TACTILE GROUND SURFACE INDICATORS (TGSIs) IN ACCORDANCE WITH AS/NZS1428.4 DESIGN FOR ACCESS AND MOBILITY.
- G2. TGSi TYPE/MATERIAL AND INSTALLATION AS PER BSD-5218
- G3. REFER BSD-5231 FOR KERB RAMP DETAILS.
- G4. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).



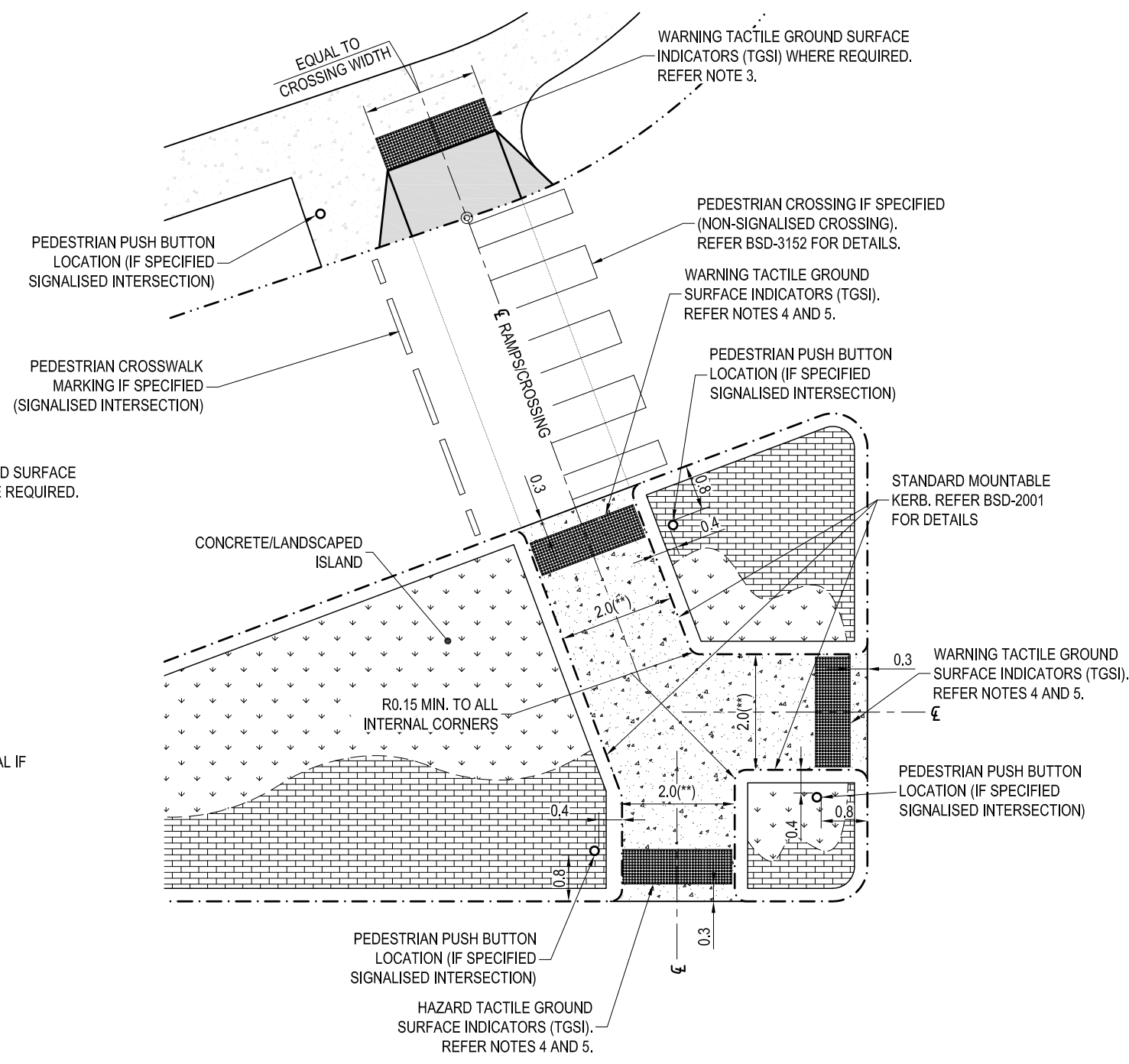
BRISBANE CITY COUNCIL STANDARD DRAWING

TYPICAL KERB RAMP AND
TRAFFIC SIGNAL PEDESTAL
LOCATION

PUBLISH DATE		MAR 2021
SCALE		NOT TO SCALE
DRAWING NUMBER		BSD-5233
ORIGINAL SIZE	REVISION	
A3	C	



TRAFFIC ISLAND WITH RAISED SURFACE AND KERB RAMPS



TRAFFIC ISLAND WITH PEDESTRIAN SLOT/CUT-THROUGH

TYPICAL SIGNALISED INTERSECTION TREATMENT AT LEFT TURN SLIP LANE

NOTES:

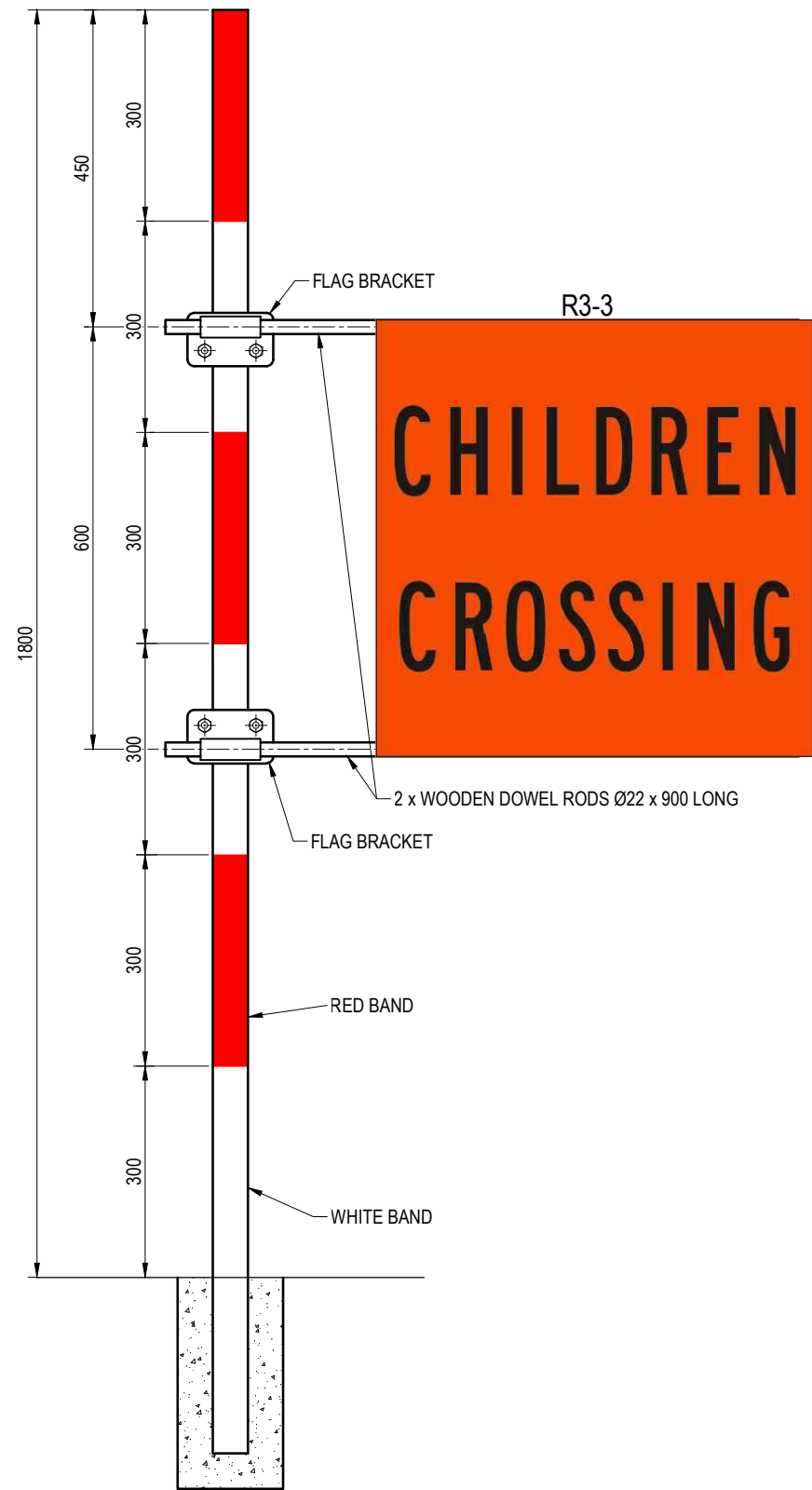
1. (*) = MINIMUM WIDTH FOR CONCRETE PATH.
2. (**) = MINIMUM WIDTH FOR "SLOT" OPENING IN ISLAND.
3. KERB RAMPS TO BE INSTALLED AS PER BSD-5231 AND PERPENDICULAR (NORMAL) TO DIRECTION OF TRAVEL.
4. TACTILE GROUND SURFACE INDICATORS (TGS) IN ACCORDANCE WITH AS/NZS1428.4 DESIGN FOR ACCESS AND MOBILITY.
5. TGS TYPE/MATERIAL AND INSTALLATION AS PER BSD-5218.
6. TRAFFIC SIGNAL PEDESTAL TO BE:
 - 800 FROM NFK (KERBS ADJACENT TO TRAFFIC)
 - >1000mm PARALLEL FROM CROSS WALK.
 - 1000mm CLEAR OF KERB RAMP WING.
 - 400mm CLEAR OF "SLOT" OPENING
7. ALL DIMENSIONS IN METRES (U.N.O.).



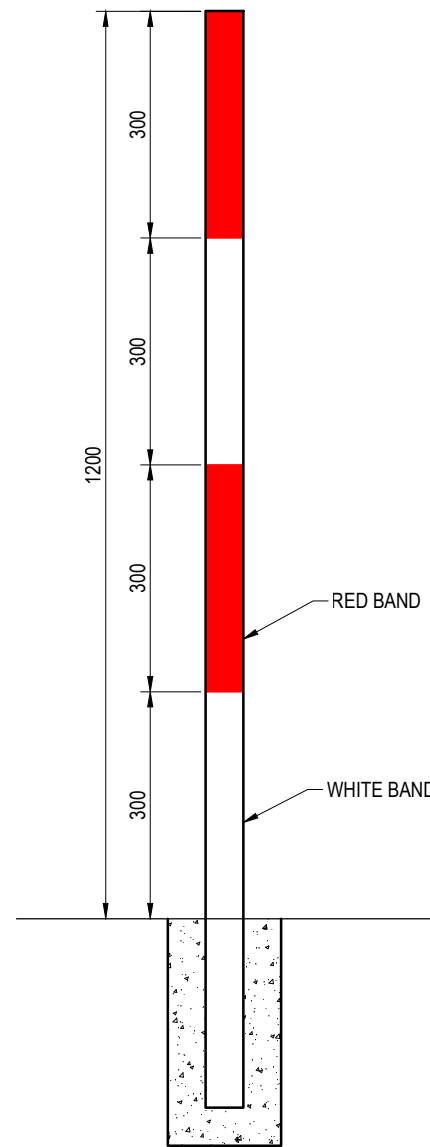
BRISBANE CITY COUNCIL STANDARD DRAWING

PEDESTRIAN FACILITIES AT TRAFFIC ISLANDS RAMPS AND SLOTS

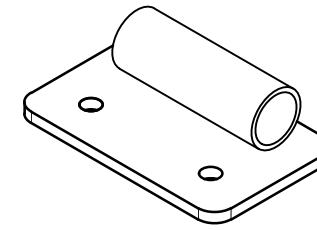
PUBLISH DATE		NOV 2019
SCALE		NOT TO SCALE
DRAWING NUMBER		BSD-5234
ORIGINAL SIZE	REVISION	
A3	B	



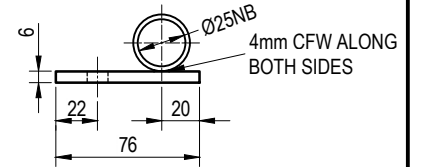
POST AND FLAG



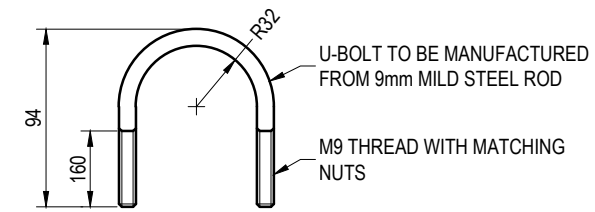
POST



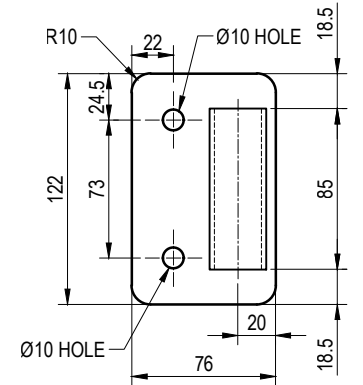
**FLAG BRACKET
PICTORIAL VIEW**



**FLAG BRACKET
END ELEVATION**



**FLAG BRACKET
U-BOLT**



**FLAG BRACKET
PLAN VIEW**

NOTES:

1. POST TO BE 50NB.
2. ALTERNATE 300 WIDE BANDS OF WHITE (TWO OR THREE BANDS) AND RED (TWO OR THREE BANDS) OF REFLECTIVE TAPE TO BE CLASS 1A RETROREFLECTIVE SHEETING TO AS1906.2 APPLIED TO POST AS SHOWN.
3. THIS DRAWING TO BE READ IN CONJUNCTION WITH AS1742.10 AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 10 (HARMONISED).
4. BRACKET TO BE HOT DIPPED GALVANISED PRIOR TO PAINTING WHITE.
5. U-BOLT TO BE MANUFACTURED FROM 9mm MILD STEEL ROD.
6. SUPPLY TAMPER PROOF NUTS TO U-BOLT.
7. ALTERNATIVE BRACKET AS PER DTMR DRAWING TC9472 MAY BE USED.
8. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED DESIGNER AND/OR REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).

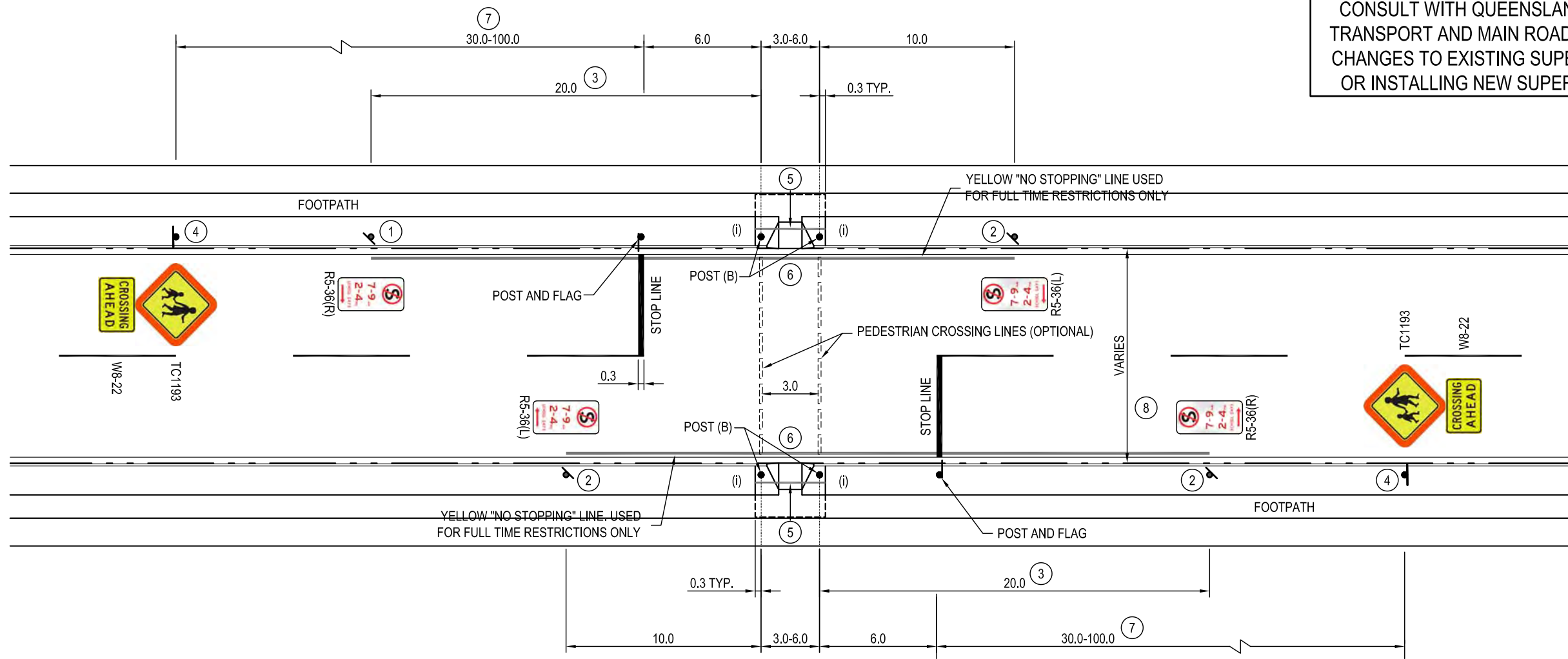


BRISBANE CITY COUNCIL STANDARD DRAWING

**SCHOOL CROSSING
POST, FLAG
AND BRACKET**

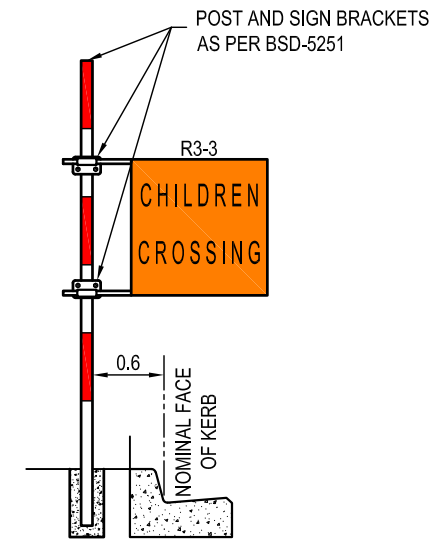
PUBLISH DATE		JUN 2023
SCALE		NOT TO SCALE
DRAWING NUMBER		BSD-5251
ORIGINAL SIZE	REVISION	
A3	C	

NOTE:
CONSULT WITH QUEENSLAND DEPARTMENT OF TRANSPORT AND MAIN ROADS WHEN PROPOSING CHANGES TO EXISTING SUPERVISED CROSSINGS OR INSTALLING NEW SUPERVISED CROSSINGS.

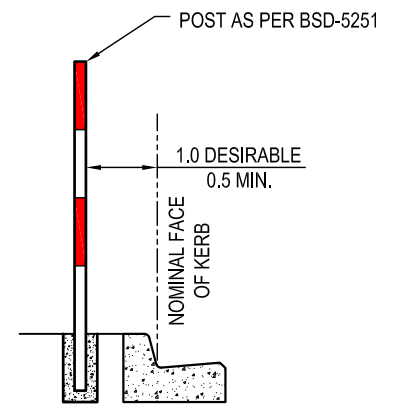


NOTES:


1. THIS DRAWING TO BE READ IN CONJUNCTION WITH AS1742.10 AND THE QUEENSLAND MANUAL OF OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 10 (HARMONISED).
2. TIMES OF OPERATION MAY BE SPECIFIED BY USE OF SIGN R5-36 IF REQUIRED.
3. WHERE STATIONARY VEHICLES NEAR A CROSSING SERIOUSLY LIMIT VISIBILITY BETWEEN DRIVERS AND PEDESTRIANS, AN INCREASE IN THESE DISTANCES MAY BE REQUIRED.
4. ADVANCE SIGNS MAY BE SUPPLEMENTED WITH ADVANCE PAVEMENT MESSAGES.
5. A LINE (100mm WIDE AND PAINTED IN YELLOW) TO BE PAINTED ON THE FOOTPATH 1m BEHIND THE FACE OF THE KERB (THIS MAY BE REDUCED TO 0.5m MIN. WHERE FOOTPATH WIDTH AND VISIBILITY ARE LIMITED) - TO INDICATE THE POSITION WHERE PEDESTRIANS SHOULD WAIT UNTIL DIRECTED TO CROSS THE CARRIAGEWAY, OR IF UNSUPERVISED A SUITABLE GAP IN TRAFFIC OCCURS IN WHICH TO SAFELY CROSS THE TRAFFIC. THIS LINE EXTENDS THE WIDTH OF THE SEALED APRON CONNECTING THE FOOTPATH AND THE KERB OR A DISTANCE OF 3-6m I.E. BETWEEN THE CROSSING POSTS (WITHOUT FLAGS).
6. KERB RAMPS SHOULD BE INSTALLED WITH CONCRETE PADS ON EACH SIDE OF RAMP (AS INDICATED (i)) IF NO FOOTPATH, INSTALL CONCRETE APRON BEHIND KERB RAMP. REFER BDS-5231 FOR KERB RAMP DETAILS.
7. THE CHILDREN SIGN (TC1193) WITH CROSSING AHEAD SIGN (W8-22) SHOULD BE LOCATED 80-100m IN ADVANCE OF THE CROSSING. THIS DISTANCE MAY BE REDUCED TO 30m MINIMUM IN LOW SPEED ENVIRONMENTS.
8. FOR CARRIAGEWAYS 10.8m WIDE AND OVER, INTEGRATED OR NON-INTEGRATED KERB BUILD-OUTS ARE DESIRABLE - REFER BSD-5253.
9. FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201.
10. ALL CONCRETE TO BE GRADE N25 AND BROOM FINISHED FOR SLIP RESISTANCE REQUIREMENTS.
11. ALL DIMENSIONS IN METRES (U.N.O.).



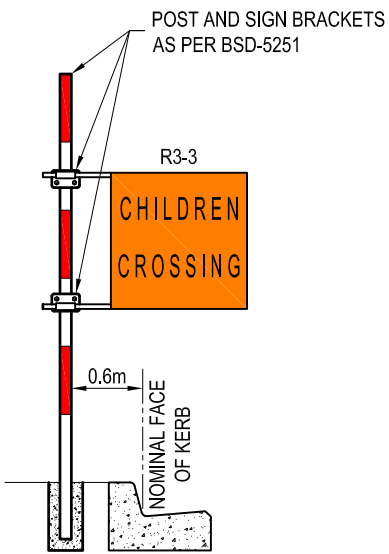
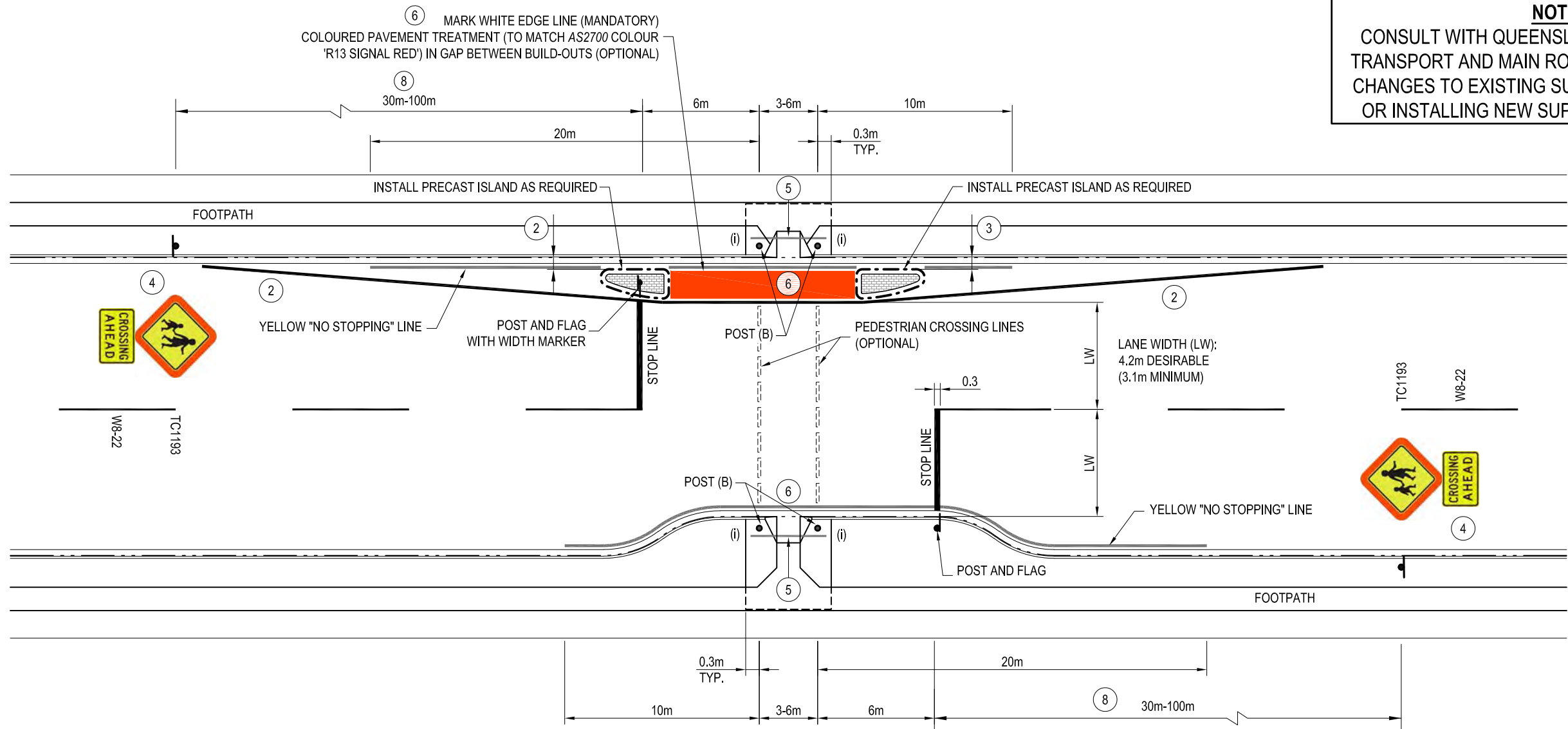
POST AND FLAG



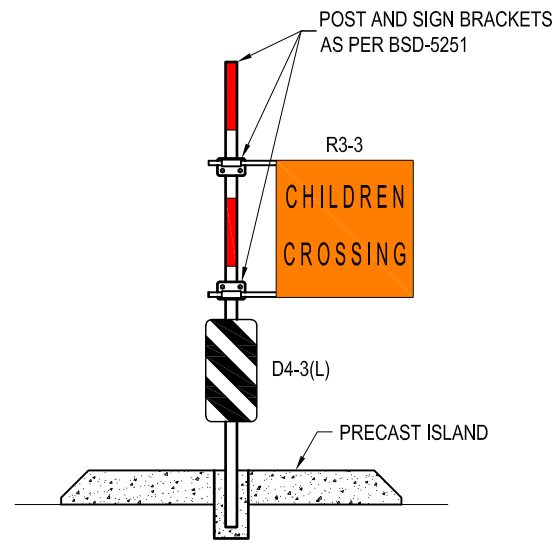
POST (B)

	BRISBANE CITY COUNCIL STANDARD DRAWING		PUBLISH DATE NOV 2019	
	SCHOOL CROSSING SUPERVISED		SCALE NOT TO SCALE	
			DRAWING NUMBER BSD-5252	
	ORIGINAL SIZE A3	REVISION B		

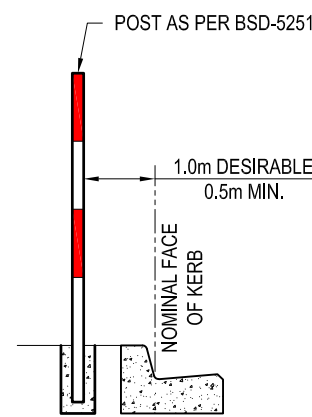
NOTE:
CONSULT WITH QUEENSLAND DEPARTMENT OF TRANSPORT AND MAIN ROADS WHEN PROPOSING CHANGES TO EXISTING SUPERVISED CROSSINGS OR INSTALLING NEW SUPERVISED CROSSINGS.



POST AND FLAG
(INTEGRATED KERB BUILD-OUT)




POST AND FLAG WITH WIDTH MARKER
(NON-INTEGRATED KERB BUILD-OUT)



POST (B)

NOTES:

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH AS1742.10 AND THE QUEENSLAND MANUAL OF OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 10 (HARMONISED).
2. WHITE EDGELINES PAINTED AS SHOWN WITH A 1 IN 15 TAPER.
3. LONGITUDINAL DRAINAGE GAP 600mm DESIRABLE (450mm MINIMUM), DESIGNER TO CONSIDER EFFECTS OF LOCALISED ROADWAY FLOODING ON ADJACENT PROPERTIES.
4. ADVANCE SIGNS MAY BE SUPPLEMENTED WITH ADVANCE PAVEMENT MESSAGES.
5. A LINE (APPROXIMATELY 100mm WIDE AND PAINTED YELLOW) TO BE PAINTED ON THE FOOTPATH 1m BEHIND THE FACE OF THE KERB (THIS MAY BE REDUCED TO 0.5m MIN. WHERE FOOTPATH WIDTH AND VISIBILITY ARE LIMITED) - TO INDICATE THE POSITION WHERE PEDESTRIANS SHOULD WAIT UNTIL DIRECTED TO CROSS THE CARRIAGEWAY, OR IF UNSUPERVISED A SUITABLE GAP IN TRAFFIC OCCURS IN WHICH TO SAFELY CROSS THE TRAFFIC. THIS LINE EXTENDS THE WIDTH OF THE SEALED APRON CONNECTING THE FOOTPATH AND THE KERB OR A DISTANCE OF 3-6m I.E. BETWEEN THE CROSSING POSTS (WITHOUT FLAGS).
6. COLOURED PAVEMENT TREATMENT TO BE COMPLETED IN TYPE 1 COLOURED PAVEMENT TREATMENT AS PER BCC REFERENCE SPECIFICATION S155 ROAD PAVEMENT MARKING.
7. KERB RAMPS INSTALLED TO BSD-5231 AND SHOULD BE INSTALLED WITH CONCRETE PADS ON EACH SIDE OF RAMP (AS INDICATED (i)) IF NO FOOTPATH, INSTALL CONCRETE APRON BEHIND KERB RAMP. REFER BDS-5231 FOR KERB RAMP DETAILS.
8. THE CHILDREN SIGN (TC1193) WITH CROSSING AHEAD SIGN (W8-22) SHOULD BE LOCATED 80-100m IN ADVANCE OF THE CROSSING. THIS DISTANCE MAY BE REDUCED TO 30m (MIN.) IN LOW SPEED ENVIRONMENTS.
9. FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201.
10. ALL CONCRETE TO BE GRADE N25 AND BROOM FINISHED FOR SLIP RESISTANCE REQUIREMENTS.
11. ALL DIMENSIONS IN METRES (U.N.O.).

	BRISBANE CITY COUNCIL STANDARD DRAWING		PUBLISH DATE NOV 2019	
	CHILDREN'S CROSSING SUPERVISED - WITH INTEGRATED OR NON-INTEGRATED KERB BUILD-OUTS		SCALE NOT TO SCALE	
			DRAWING NUMBER BSD-5253	
			ORIGINAL SIZE A3	REVISION C

NOTE:
CONSULT WITH QUEENSLAND DEPARTMENT OF TRANSPORT AND MAIN ROADS WHEN PROPOSING CHANGES TO EXISTING SUPERVISED CROSSINGS OR INSTALLING NEW SUPERVISED CROSSINGS.



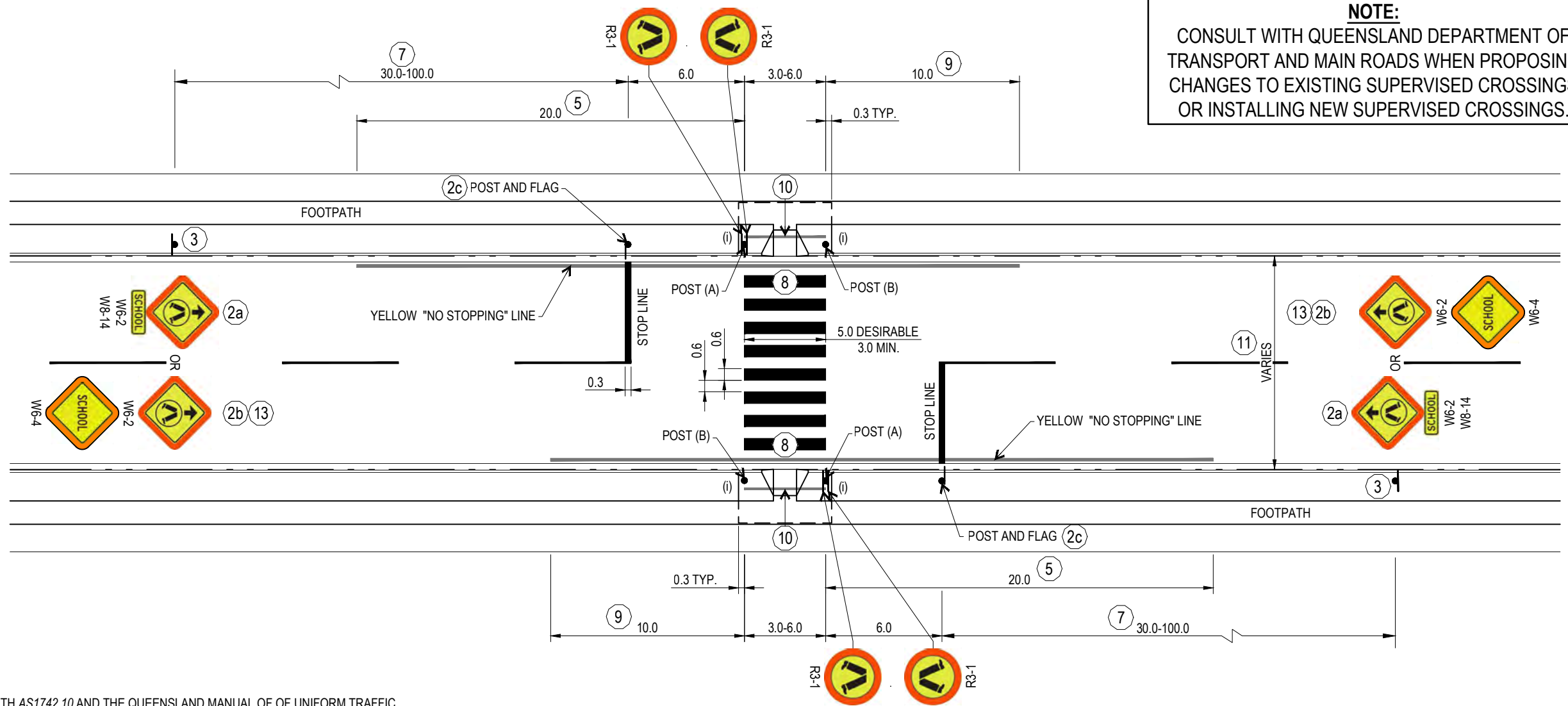
R3-1
(BACK TO BACK)

POST ALTERNATIVE RED AND WHITE BANDS 300mm WIDE (50mm NB POST)

1.0 DESIRABLE
0.5 MIN.

NOMINAL FACE OF KERB

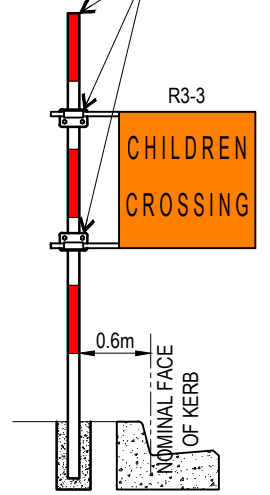
POST (A)



NOTES:

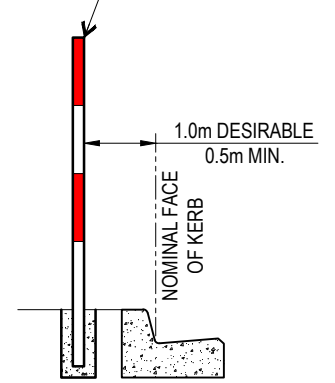
1. THIS DRAWING TO BE READ IN CONJUNCTION WITH AS1742.10 AND THE QUEENSLAND MANUAL OF OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 10 (HARMONISED).
2. CHILDREN'S CROSSING AND PEDESTRIAN CROSSING (ZEBRA) SUPERVISED SIGANCE.
WARNING SIGNS:
(a) THE PEDESTRIAN CROSSING AHEAD (WITH FLUORESCENT ORANGE TARGET BOARD AS PER MUTCD PART 1)/SCHOOL SIGN COMBINATION (W6-2/W8-14); OR
(b) A STAND-ALONE PEDESTRIAN CROSSING AHEAD (W6-2) SIGN WITH SCHOOL WARNING SIGN (W6-4) SHALL BE ERECTED IN ADVANCE OF THE R3-3 SIGN.
CHILDREN CROSSING FLAG:
(c) A CHILDREN CROSSING FLAG (R3-3) SHALL BE MOUNTED AS SHOWN WHILE THE CROSSING IS SUPERVISED AND HAND STOP BANNERS (R6-7) SHALL BE USED BY THE SUPERVISORS.
3. THE PEDESTRIAN CROSSING AHEAD (W6-2 WITH FLUORESCENT ORANGE TARGET BOARD) IS ALWAYS USED IN ADVANCE OF PEDESTRIAN CROSSINGS.
4. ADVANCE SIGNS MAY BE SUPPLEMENTED WITH ADVANCE PAVEMENT MESSAGES.
5. IN 'CENTRAL TRAFFIC AREAS' THE APPROACH 'NO STOPPING' ZONE MAY BE MAY BE REDUCED TO 9.0m.
6. WHERE USAGE OF THE FACILITY WILL BE EXPECTED AT NIGHT, LIGHTING OF THE PEDESTRIAN CROSSING SHOULD BE PROVIDED IN ACCORDANCE WITH AS/NZS1158.4 IN ACCORDANCE WITH AS1742.10 AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES - PART 10: PEDESTRIAN CONTROL AND PROTECTION.
7. THE PEDESTRIAN CROSSING AHEAD SIGN COMBINATION (TC1194) SHOULD BE LOCATED 80-100m IN ADVANCE OF THE CROSSING. THE DISTANCE MAY BE REDUCED TO 30.0m MINIMUM IN LOW SPEED ENVIRONMENTS.
8. KERB RAMPS SHOULD BE INSTALLED WITH CONCRETE PADS ON EACH SIDE OF RAMPS (AS INDICATED (i)) IF NO CONCRETE FOOTPATH, INSTALL CONCRETE APRON BEHIND KERB RAMP. REFER BDS-5231 FOR KERB RAMP DETAILS.
9. IN 'CENTRAL TRAFFIC AREAS' THE DEPARTURE 'NO STOPPING' ZONE MAY BE REDUCED TO 6.0m.
10. A LINE (APPROXIMATELY 100mm WIDE AND PAINTED YELLOW) TO BE PAINTED ON THE FOOTPATH - 1.0m BEHIND THE FACE OF THE KERB (THIS MAY BE REDUCED TO 0.5m MIN. WHERE FOOTPATH WIDTH AND VISIBILITY ARE LIMITED) - TO INDICATE THE POSITION WHERE PEDESTRIANS SHOULD WAIT UNTIL DIRECTED TO CROSS THE CARRIAGEWAY, OF IF UNSUPERVISED A SUITABLE GAP IN TRAFFIC OCCURS IN WHICH TO SAFELY CROSS THE TRAFFIC. THIS LINE EXTENDS THE WIDTH OF THE SEALED APRON CONNECTING THE FOOTPATH AND KERB OR A DISTANCE OF 3.0-6.0m, i.e. BETWEEN THE CROSSING POSTS (WITHOUT FLAGS).
11. FOR CARRIAGEWAYS 10.8m WIDE AND OVER, INTEGRATED OR NON-INTEGRATED KERB BUILDOUTS ARE DESIRABLE - REFER BSD-5255.
12. FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201.
13. ALL CONCRETE TO BE GRADE N25 AND BROOM FINISHED FOR SLIP RESISTANCE REQUIREMENTS.
13. W6-2 AND W6-4 SIGNS ARE TO BE FITTED WITH FLUORO ORANGE TARGET BOARDS.
14. R3-1 SIGNS TO BE FLUORESCENT YELLOW GREEN WITH FLUORESCENT ORANGE TARGET BOARD.
15. ALL DIMENSIONS IN METRES (U.N.O.).

POST AND SIGN BRACKETS AS PER BSD-5251



POST AND FLAG (1b)

POST AS PER BSD-5251



POST (B)

THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED DESIGNER AND/OR REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).

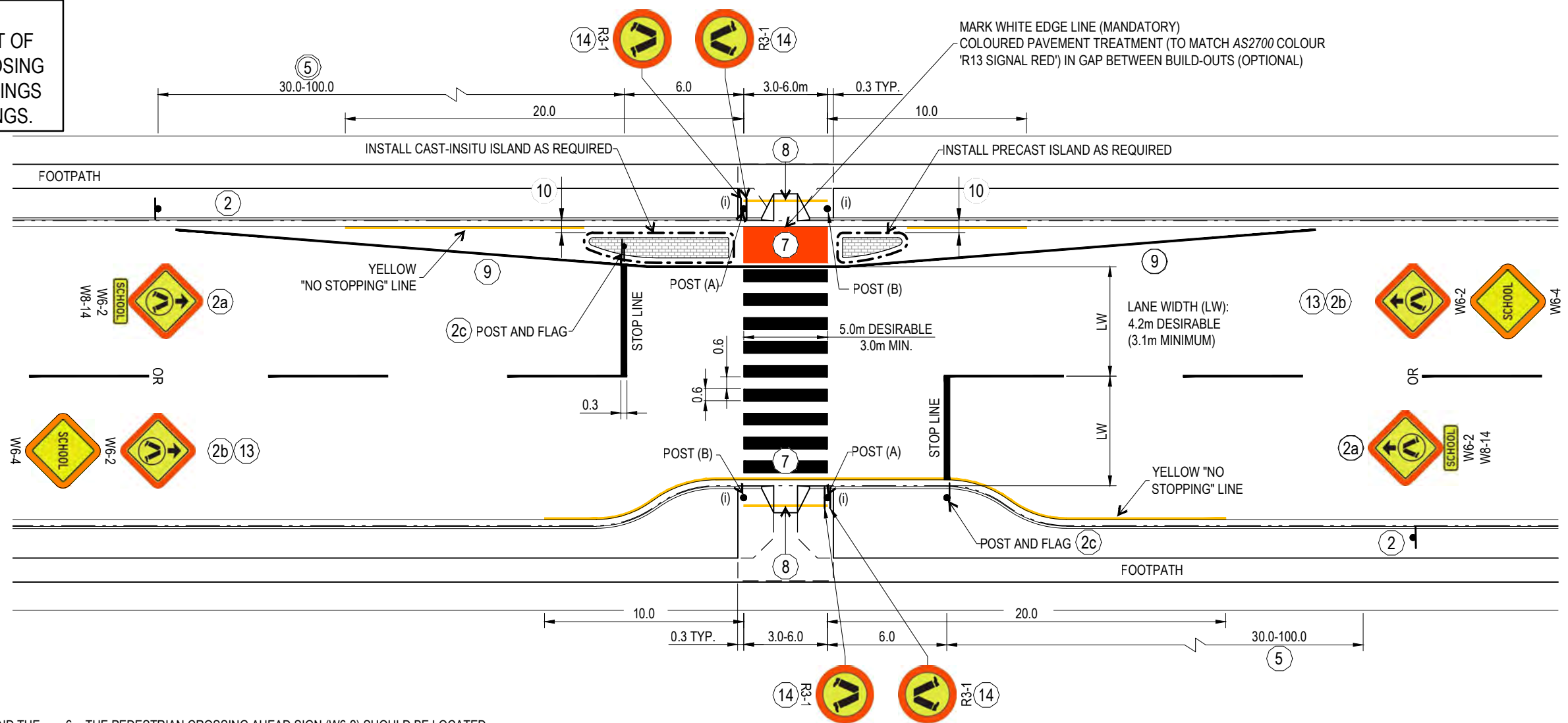
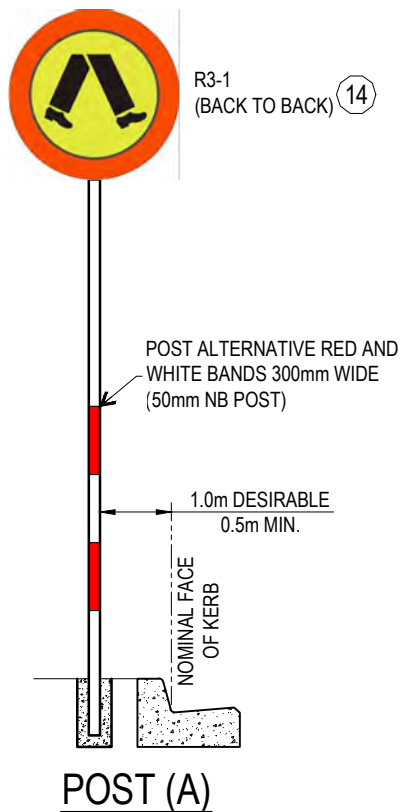


BRISBANE CITY COUNCIL STANDARD DRAWING

CHILDREN'S CROSSING WITH PEDESTRIAN CROSSING (ZEBRA) SUPERVISED

PUBLISH DATE		JUN 2023	
SCALE		NOT TO SCALE	
DRAWING NUMBER		BSD-5254	
ORIGINAL SIZE	REVISION	A3	C

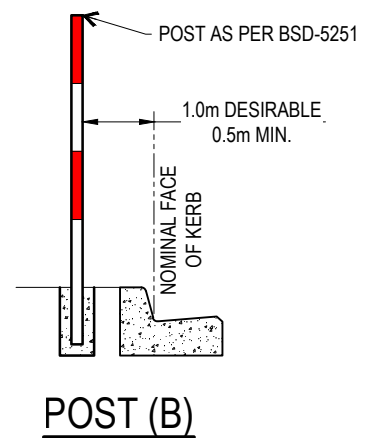
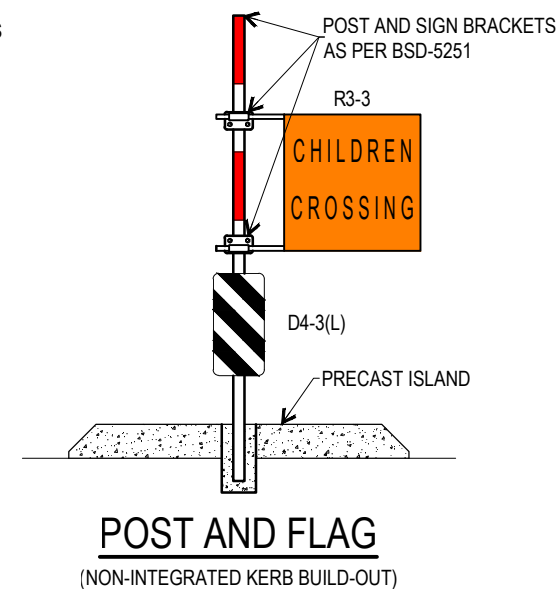
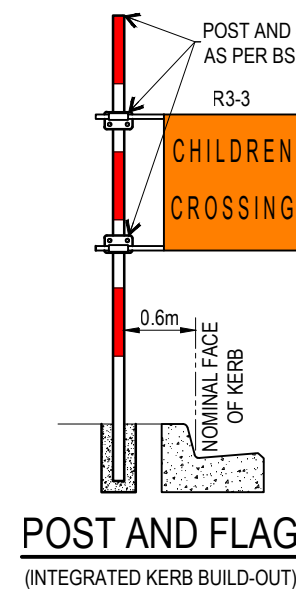
NOTE:
CONSULT WITH QUEENSLAND DEPARTMENT OF TRANSPORT AND MAIN ROADS WHEN PROPOSING CHANGES TO EXISTING SUPERVISED CROSSINGS OR INSTALLING NEW SUPERVISED CROSSINGS.



NOTES:

- THIS DRAWING TO BE READ IN CONJUNCTION WITH AS1742.10 AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 10 (HARMONISED).
- SIGNAGE FOR CHILDREN'S CROSSING AND PEDESTRIAN CROSSING (ZEBRA) SUPERVISED.
WARNING SIGNS:
 - THE PEDESTRIAN CROSSING AHEAD (WITH FLUORESCENT ORANGE TARGET BOARD AS PER MUTCD PART 1)/SCHOOL SIGN COMBINATION (W6-2/W8-14); OR
 - A STAND-ALONE PEDESTRIAN CROSSING AHEAD (W6-2) SIGN WITH SCHOOL WARNING SIGN (W6-4) SHALL BE ERECTED IN ADVANCE OF THE R3-3 SIGN.**CHILDREN CROSSING FLAG:**
 - A CHILDREN CROSSING FLAG (R3-3) SHALL BE MOUNTED AS SHOWN WHILE THE CROSSING IS SUPERVISED AND HAND STOP BANNERS (R6-7) SHALL BE USED BY THE SUPERVISORS.
- PEDESTRIAN CROSSING AHEAD SIGNS (W6-2 WITH FLUORESCENT ORANGE TARGET BOARD) IS ALWAYS USED IN ADVANCE OF PEDESTRIAN CROSSINGS.
- ADVANCE SIGNS MAY BE SUPPLEMENTED WITH ADVANCE PAVEMENT MESSAGES.
- LIGHTING REQUIREMENTS:
 - WHERE USAGE OF THE PEDESTRIAN CROSSING WILL BE EXPECTED AT NIGHT, LIGHTING OF THE PEDESTRIAN CROSSING SHOULD BE PROVIDED IN ACCORDANCE WITH AS/NZS1158.4, IN ACCORDANCE WITH AS1742.10 AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES - PART 10: PEDESTRIAN CONTROL AND PROTECTION AND CITY PLAN 2014, INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY, SECTION 9.3.5.2 PEDESTRIAN FACILITIES.
 - CONSIDERATION SHOULD BE GIVEN FOR ILLUMINATION REQUIREMENT FOR LATMS IN ACCORDANCE WITH CITY PLAN, INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY, SECTION 9.3.5.5 - LIGHTING OF LOCAL AREA TRAFFIC MANAGEMENT DEVICES AND AS/NZS1158.3.1 PUBLIC LIGHTING FOR ROADS AND PUBLIC SPACES - PART 3.1 - PEDESTRIAN AREA (CATEGORY P) LIGHTING - PERFORMANCE AND DESIGN REQUIREMENTS (4.5 LOCAL AREA TRAFFIC MANAGEMENT DEVICES)

- THE PEDESTRIAN CROSSING AHEAD SIGN (W6-2) SHOULD BE LOCATED 80-100m IN ADVANCE OF THE CROSSING. THE DISTANCE MAY BE REDUCED TO 30m MINIMUM IN LOW SPEED ENVIRONMENTS.
- KERB RAMPs INSTALLED TO BSD-5231 AND INSTALLED SHOULD BE INSTALLED WITH CONCRETE PADS ON EACH SIDE OF RAMPs (AS INDICATED (i)) IF NO CONCRETE FOOTPATH, INSTALL CONCRETE APRON BEHIND KERB RAMP. REFER BDS-5231 FOR KERB RAMP DETAILS.
- A LINE (100mm WIDE AND PAINTED YELLOW) TO BE PAINTED ON THE FOOTPATH - 1m BEHIND THE FACE OF THE KERB (THIS MAY BE REDUCED TO 0.5m MIN. WHERE FOOTPATH WIDTH AND VISIBILITY ARE LIMITED) - TO INDICATE THE POSITION WHERE PEDESTRIANS SHOULD WAIT UNTIL DIRECTED TO CROSS THE CARRIAGEWAY, OF IF UNSUPERVISED A SUITABLE GAP IN TRAFFIC OCCURS IN WHICH TO SAFELY CROSS THE TRAFFIC. THIS LINE EXTENDS THE WIDTH OF THE SEALED APRON CONNECTING THE FOOTPATH AND KERB OR A DISTANCE OF 3-6m I.E. BETWEEN THE CROSSING POSTS (WITHOUT FLAGS).
- WHITE EDGELINES PAINTED AS SHOWN WITH A 1 IN 15 TAPER.
- COLOURED PAVEMENT TREATMENT TO BE COMPLETED IN TYPE 1 COLOURED PAVEMENT TREATMENT AS PER BCC REFERENCE SPECIFICATION S155 ROAD PAVEMENT MARKING.
- LONGITUDINAL DRAINAGE GAP 600mm DESIRABLE (450mm MINIMUM). DESIGNER TO CONSIDER EFFECTS OF LOCALISED ROADWAY FLOODING ON ADJACENT PROPERTIES.
- FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201.
- ALL CONCRETE TO BE GRADE N25 AND BROOM FINISHED FOR SLIP RESISTANCE REQUIREMENTS.
- W6-4 SIGNS ARE TO BE FITTED WITH FLUORESCENT ORANGE TARGET BOARDS.
- R3-1 SIGNS TO BE FLUORESCENT YELLOW GREEN WITH FLUORESCENT ORANGE TARGET BOARD.
- NO STOPPING RESTRICTIONS TO BE DELINEATED BY YELLOW 'NO STOPPING' EDGE LINE. EXTENT OF RESTRICTIONS TO BE DETERMINED AS PER 'CROSSING SIGHT DISTANCE' TABLE (REFER BSD-5259).
- ALL DIMENSIONS IN METRES (U.N.O.).



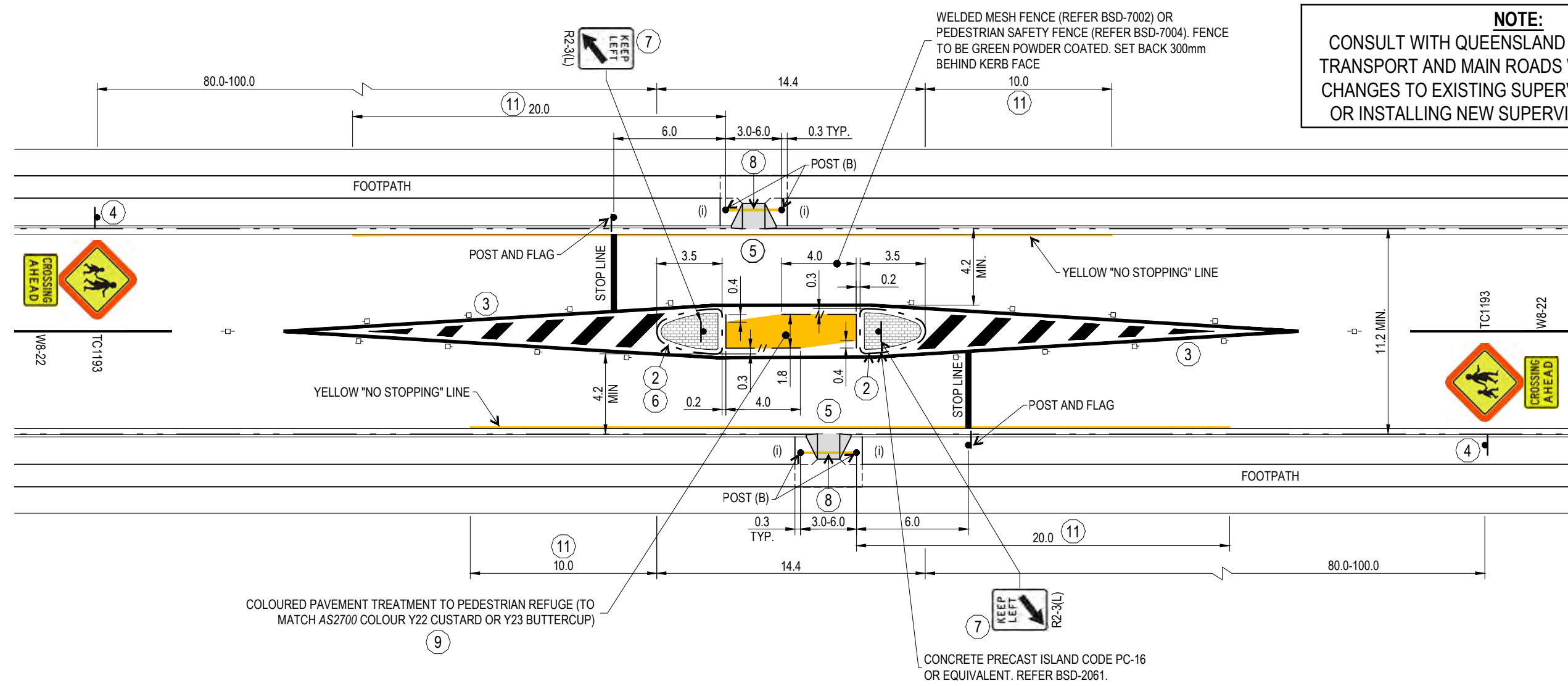
THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED DESIGNER AND/OR REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).



BRISBANE CITY COUNCIL STANDARD DRAWING
CHILDREN'S CROSSING WITH PEDESTRIAN CROSSING (ZEBRA) - SUPERVISED - WITH INTEGRATED OR NON-INTEGRATED KERB BUILDOUTS

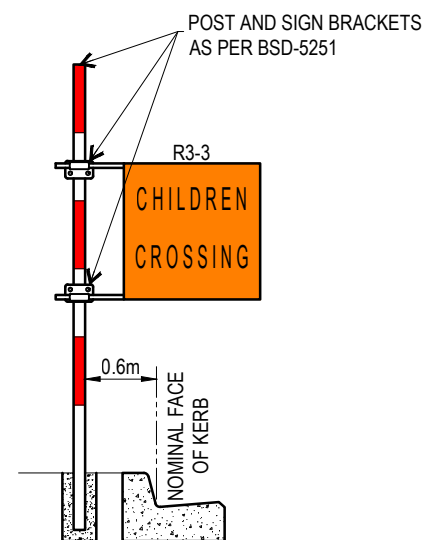
PUBLISH DATE		JUN 2023	
SCALE		NOT TO SCALE	
DRAWING NUMBER		BSD-5255	
ORIGINAL SIZE	REVISION		
A3	D		

NOTE:
CONSULT WITH QUEENSLAND DEPARTMENT OF TRANSPORT AND MAIN ROADS WHEN PROPOSING CHANGES TO EXISTING SUPERVISED CROSSINGS OR INSTALLING NEW SUPERVISED CROSSINGS.

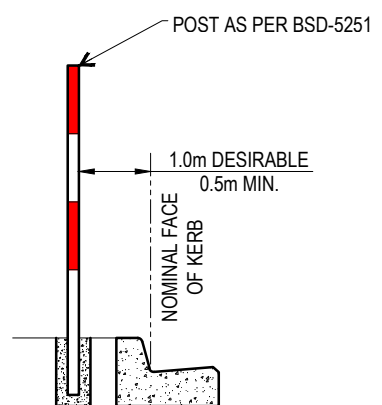


NOTES:

- THIS DRAWING TO BE READ IN CONJUNCTION WITH AS1742.10 AND THE QUEENSLAND MANUAL OF OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 10 (HARMONISED).
- ISLAND KERBS AND NOSE TO BE PAINTED WHITE (REFER BSD-3152). MINIMUM WIDTH OF ISLAND SHOULD BE 2.4m OR GREATER.
- LENGTH OF PAINTED MEDIAN SHOULD BE INCREASED OR OTHER DELINEATION DEVICES CONSIDERED IF VISIBILITY TO THE ISLAND IS REDUCED BY VERTICAL OR HORIZONTAL ALIGNMENT. RAISED RETROREFLECTIVE PAVEMENT MARKERS ARE PROVIDED AT 5.0m MAX. SPACINGS.
- WHERE ISOLATED REFUGES ARE USED, PEDESTRIANS OR CHILDREN WARNING SIGNS (W6-1 OR TC1193/W6-3, MINIMUM SIZE B AS PER AS1472.10), AS APPROPRIATE, ARE ERECTED TOGETHER WITH SUPPLEMENTRY PLATE REFUGE ISLAND (W8-25) IN ADVANCE OF THE REFUGE.
- KERB RAMPS SHOULD BE INSTALLED WITH CONCRETE PADS ON EACH SIDE OF RAMP (AS INDICATED (i)) IF NO CONCRETE FOOTPATH, INSTALL CONCRETE APRON BEHIND KERB RAMP. REFER BDS-5231 FOR KERB RAMP DETAILS.
- WHEN INSTALLED AT INTERSECTIONS, THE LENGTH OF THE INNERMOST ISLAND MAY BE REDUCED TO ACCOMMODATE TURNING TRAFFIC. A SUGGESTED MINIMUM LENGTH IS 1.8m.
- A HAZARD MARKER (D4-3(R)) MAY BE USED UNDER THE KEEP LEFT (R2-3(L)) SIGN. MOUNTING HEIGHTS NEED TO BE SELECTED SO AS TO AVOID OBSCURING VISIBILITY OF CHILD PEDESTRIANS.
- A YELLOW LINE (100mm WIDE) TO BE PAINTED ON THE FOOTPATH - 1.0m BEHIND THE FACE OF THE KERB (THIS MAY BE REDUCED TO 0.5m MIN. WHERE FOOTPATH WIDTH AND VISIBILITY ARE LIMITED) - TO INDICATE THE POSITION WHERE PEDESTRIANS SHOULD WAIT UNTIL DIRECTED TO CROSS THE CARRIAGEWAY, OR IF UNSUPERVISED A SUITABLE GAP IN TRAFFIC OCCURS IN WHICH TO SAFELY CROSS THE TRAFFIC. THIS LINE EXTENDS THE WIDTH OF THE SEALED APRON CONNECTING THE FOOTPATH AND KERB OR A DISTANCE OF 3.0-6.0m (i.e. BETWEEN THE CROSSING POSTS, WITHOUT FLAGS).
- COLOURED PAVEMENT TREATMENT TO BE COMPLETED IN TYPE 1 COLOURED PAVEMENT TREATMENT AS PER BCC REFERENCE SPECIFICATION S155 ROAD PAVEMENT MARKING.
- CONSIDERATION SHOULD BE GIVEN FOR ILLUMINATION REQUIREMENT FOR LATMS IN ACCORDANCE WITH CITY PLAN 2014, INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY, SECTION 9.3.5.5 - LIGHTING OF LOCAL AREA TRAFFIC MANAGEMENT DEVICES AND AS/NZS1158.3.1 PUBLIC LIGHTING FOR ROADS AND PUBLIC SPACES - PART 3.1 - PEDESTRIAN AREA (CATEGORY P) LIGHTING - PERFORMANCE AND DESIGN REQUIREMENTS (4.5 LOCAL AREA TRAFFIC MANAGEMENT DEVICES)
- IN 'CENTRAL TRAFFIC AREAS' THE APPROACH 'NO STOPPING' ZONE MAY BE REDUCED TO 9.0m & THE DEPARTURE 'NO STOPPING' ZONE REDUCED TO 6.0m.
- ALL CONCRETE TO BE GRADE N25 AND BROOM FINISHED FOR SLIP RESISTANCE REQUIREMENTS.
- FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201.
- ALL DIMENSIONS IN METRES (U.N.O.).

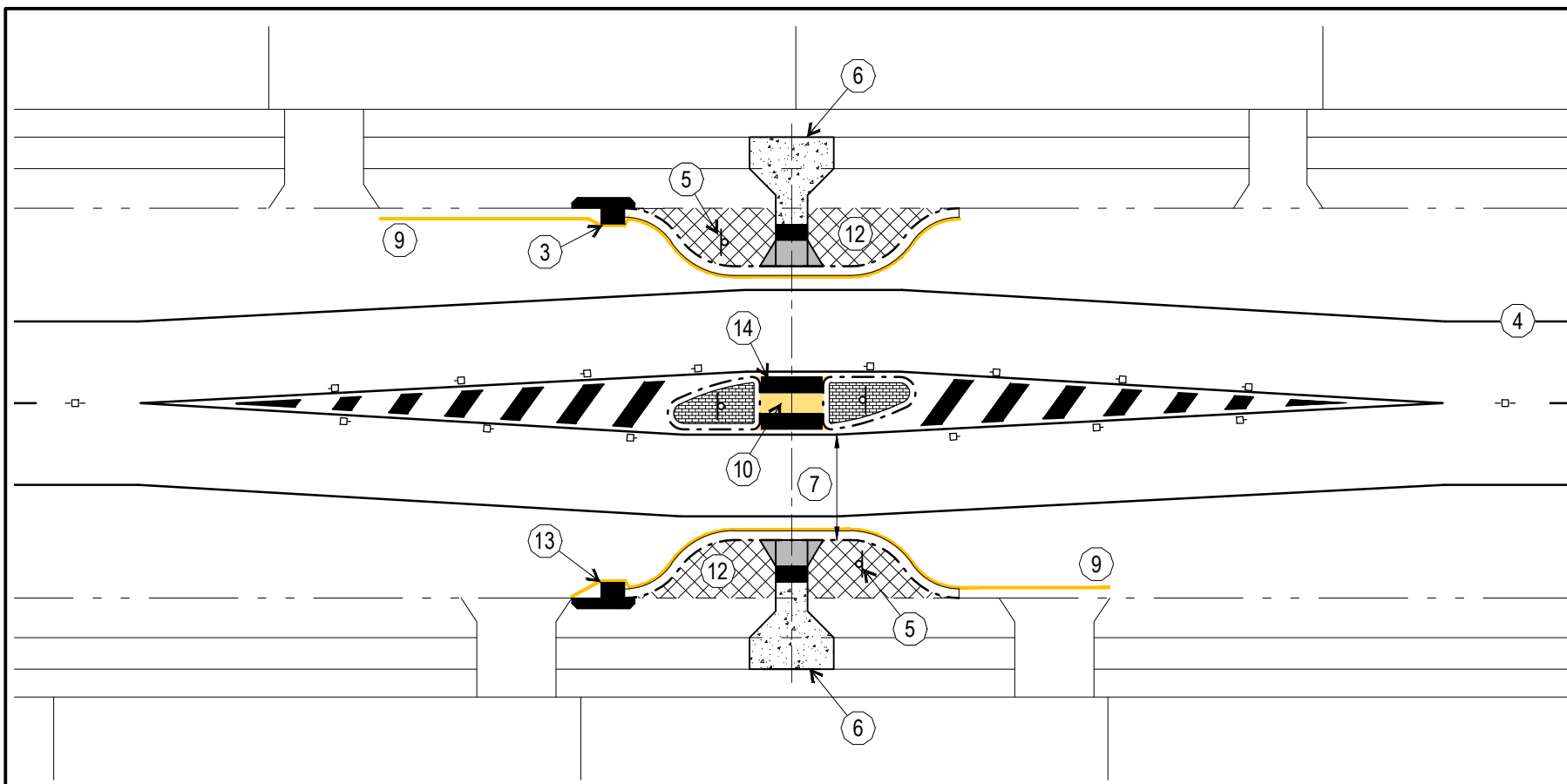


POST AND FLAG

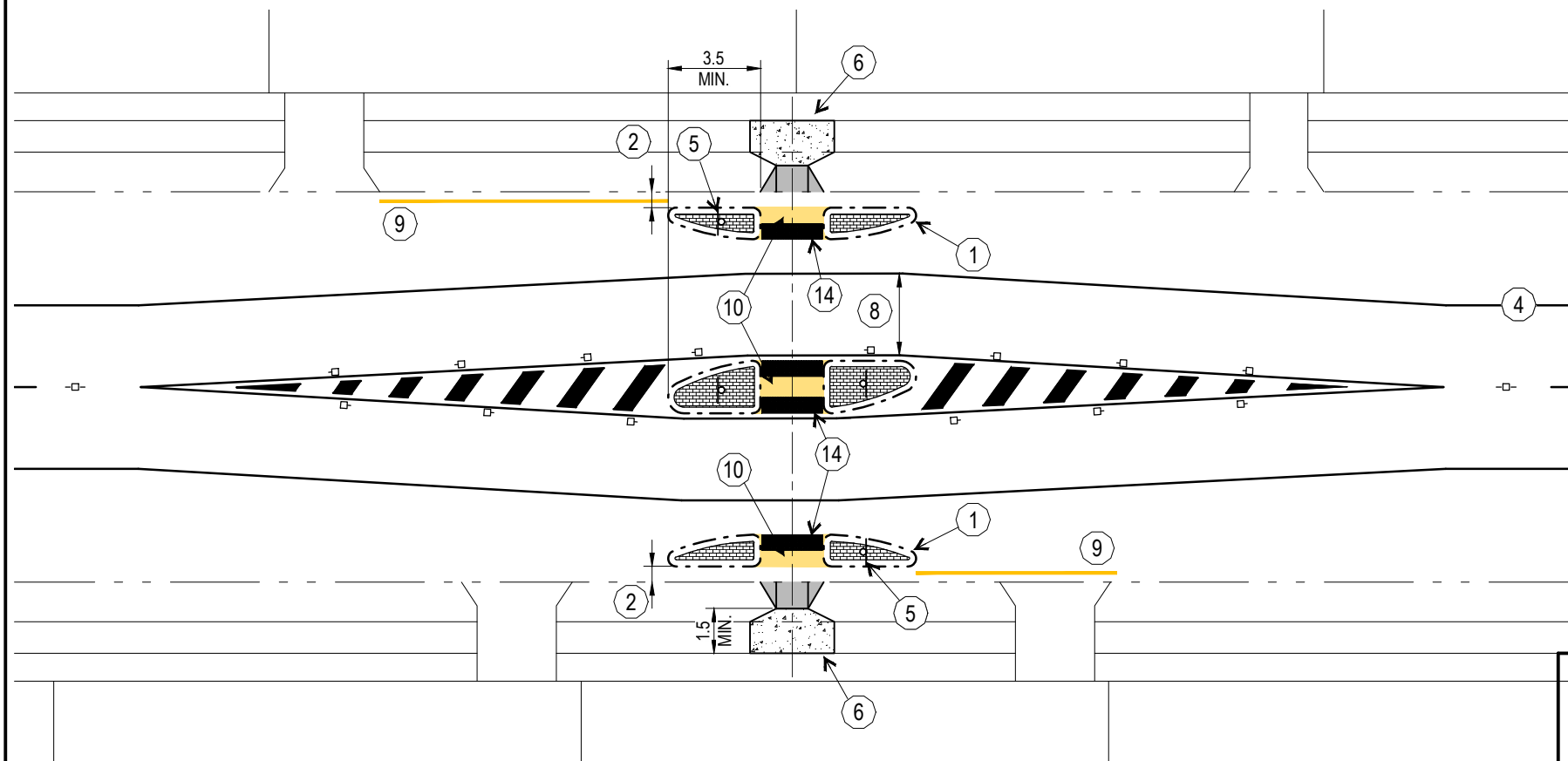


POST (B)

<p>THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED DESIGNER AND/OR REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).</p>	
	<p>BRISBANE CITY COUNCIL STANDARD DRAWING</p>
	<p>CHILDREN'S CROSSING WITH PEDESTRIAN REFUGE SUPERVISED</p>
	<p>PUBLISH DATE JUN 2023</p>
	<p>SCALE NOT TO SCALE</p>
<p>DRAWING NUMBER BSD-5256</p>	<p>ORIGINAL SIZE A3</p>
<p>REVISION D</p>	



PLAN - INTEGRATED KERB BUILD-OUTS



PLAN - NON-INTEGRATED KERB BUILD-OUTS

NOTES

1. PRECAST TRAFFIC ISLANDS AS PER BSD-2061 TO BE USED WHERE COST AND PRACTICALITY OF DRAINAGE DEVICES IS A CONSIDERATION. ISLAND ON DEPART SIDE OF REFUGE OPTIONAL.
2. LONGITUDINAL DRAINAGE GAP 600mm DESIRABLE (450mm MINIMUM). DESIGNER TO CONSIDER EFFECTS OF LOCALISED ROADWAY FLOODING ON ADJACENT PROPERTIES.
3. STORMWATER DRAINAGE REQUIRED TO NEW LOW POINTS AT BUILDOUTS.
4. EDGE LINES AND BICYCLE AWARENESS PAVEMENT SYMBOLS OPTIONAL OR AS SPECIFIED (REFER BSD-5102).
5. DELINEATION REQUIRED TO BUILDOUTS AND ISLANDS BY USE OF DELINEATOR SIGNS AND PAVEMENT MARKING.
6. CONSTRUCT KERB RAMPS AS PER BSD-5231, WITH CONNECTION TO EXISTING CONCRETE FOOTPATH. PROVIDE 1.0m TAPERS/FLARES TO FOOTPATH. PROVIDE A MINIMUM OF 1.5m OF CONCRETE FOOTPATH BEHIND BACK OF TGSi.
7. WIDTH FROM REFUGE ISLAND TO KERB - 4.5m DESIRABLE (3.1m MINIMUM).
8. LANE WIDTH PAST REFUGE (TO EDGE LINE) - 3.1m (MINIMUM).
9. NO STOPPING RESTRICTIONS TO BE DELINEATED BY YELLOW 'NO STOPPING' EDGE LINE. EXTENT OF RESTRICTIONS TO BE DETERMINED AS PER 'CROSSING SIGHT DISTANCE' TABLE (REFER BSD-5259).
10. OPTIONAL YELLOW COLOURED PAVEMENT TREATMENT (NON SLIP) BETWEEN ISLANDS.
11. THIS PLAN SUPPLEMENTARY TO AND TO BE READ IN CONJUNCTION WITH BSD-5260.
12. LANDSCAPING TO BUILDOUT TO BE GROUND COVER ONLY TO MAINTAIN PEDESTRIAN VISIBILITY WITH POTENTIAL GROWING HEIGHT OF 300mm MAXIMUM.
13. FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201.
14. INSTALL TACTILE GROUND SURFACE INDICATORS (TGSi) IN ISLAND PEDESTRIAN SLOT. REFER BSD-5232 FOR DETAIL.
15. TGSi TO BE INSTALLED AS PER BSD-5218 AND IN ACCORDANCE WITH AS1428. 'DESIGN FOR ACCESS AND MOBILITY'.
16. CONSIDERATION SHOULD BE GIVEN FOR ILLUMINATION REQUIREMENT FOR LATMS IN ACCORDANCE WITH CITY PLAN 2014, INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY, SECTION 9.3.5.5 - LIGHTING OF LOCAL AREA TRAFFIC MANAGEMENT DEVICES) AND AS/NZS1158.3.1 PUBLIC LIGHTING FOR ROADS AND PUBLIC SPACES - PART 3.1 - PEDESTRIAN AREA (CATEGORY P) LIGHTING - PERFORMANCE AND DESIGN REQUIREMENTS (4.5 LOCAL AREA TRAFFIC MANAGEMENT DEVICES)
17. ALL DIMENSIONS IN METRES (U.N.O.).

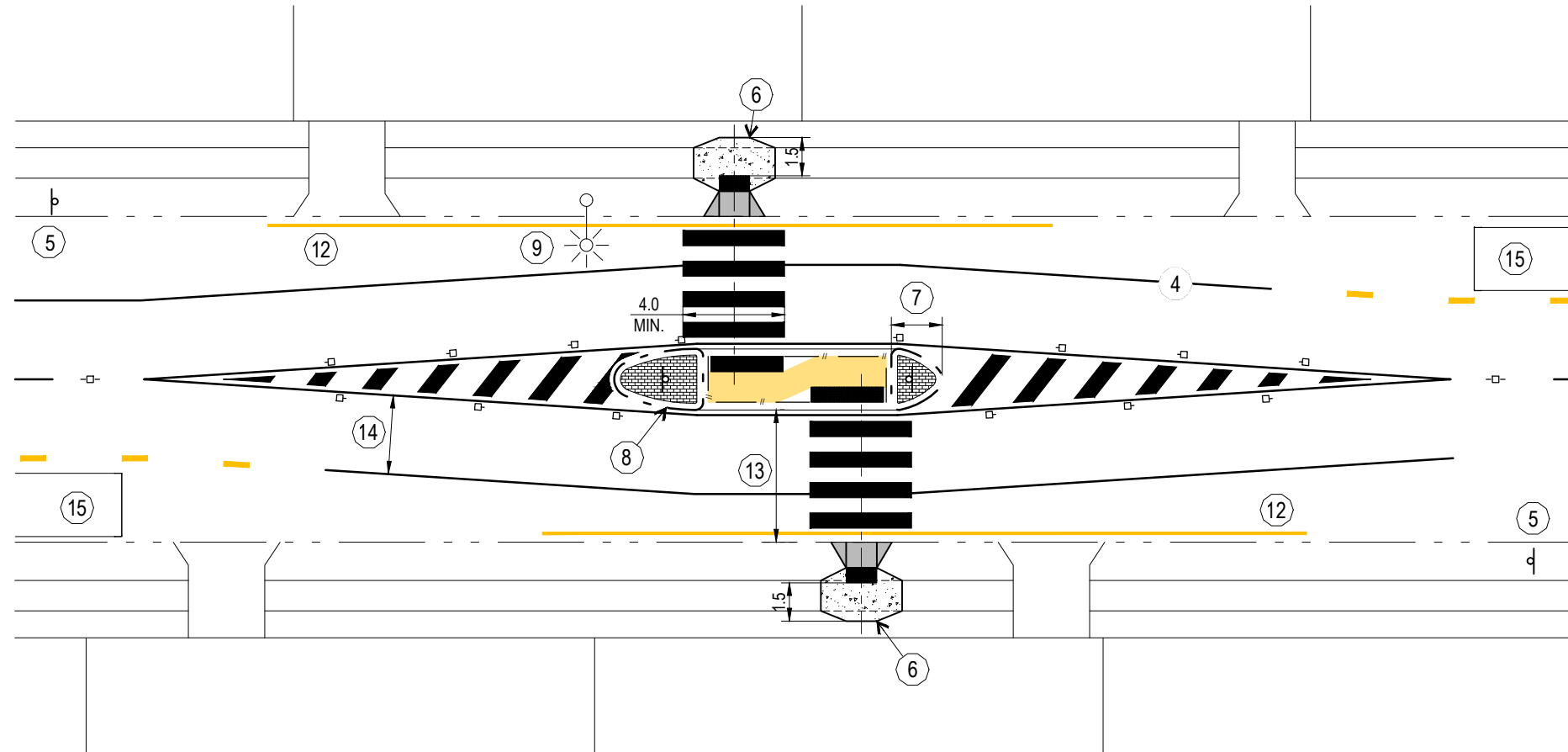
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BRISBANE CITY COUNCIL STANDARD DRAWING

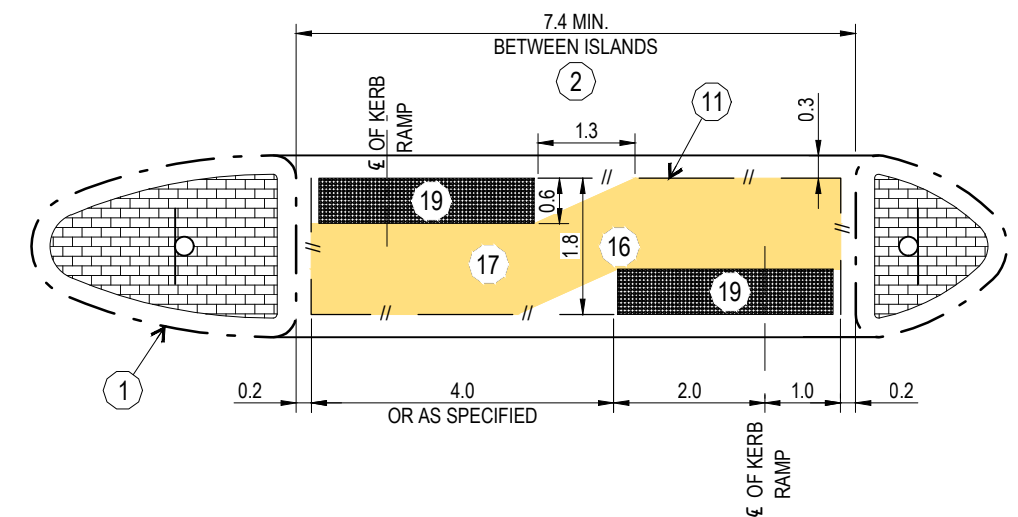
PEDESTRIAN REFUGE
WITH KERB BULDOOTS

PUBLISH DATE		JUN 2023
SCALE		NOT TO SCALE
DRAWING NUMBER		BSD-5257
ORIGINAL SIZE	REVISION	
A3	C	



NOTES

1. PRECAST TRAFFIC ISLANDS AS PER RN90 TO BE USED AT PEDESTRIAN REFUGES.
 - DESIRABLE MINIMUM WIDTH 2.4m (PC-16 OR PC-17, REFER TO NOTE 7).
 - ABSOLUTE MINIMUM WIDTH 2.0m (NOT GENERALLY ACCEPTABLE).
2. SPACING BETWEEN ISLANDS TO BE 7.4m MINIMUM.
3. FOR LENGTH OF PAINTED ISLAND TAILS, REFER TO 'TAIL LENGTH' TABLE (BSD-5259). RRPM'S AT 5.0m SPACING.
4. EDGE LINES OPTIONAL OR AS SPECIFIED (REFER BSD-5102).
5. WARNING SIGNAGE W6-2/W8-25 REQUIRED AT ISOLATED REFUGES, 60-80m IN ADVANCE OF ZEBRA CROSSING. WARNING SIGNAGE W6-1 OR W6-3/W8-25 REQUIRED AT ISOLATED REFUGES, 60-80m IN ADVANCE OF REFUGE ISLANDS. (STAGED CROSSING MAY BE USED AT LOCATIONS OTHER THAN ZEBRA CROSSINGS AS WARRANTED).
6. CONSTRUCT KERB RAMPS AS PER BSD-5231, WITH CONNECTION TO EXISTING CONCRETE FOOTPATH. PROVIDE 1.0m TAPERS/FLARES TO FOOTPATH. PROVIDE A MINIMUM OF 1.5m OF CONCRETE FOOTPATH BEHIND BACK OF TGSi.
7. LENGTH OF REFUGE ISLAND MAY BE REDUCED TO 2.0m MINIMUM TO ALLOW FOR VEHICLE MOVEMENTS AT PROPERTY ACCESS OR AT INTERSECTIONS.
8. R2-3I (KEEP LEFT) AND R3-1 SIGNS IN ACCORDANCE WITH AS1742.10 AND THE QUEENSLAND MANUAL OF OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 10 (HARMONISED).
9. WHERE USAGE OF THE PEDESTRIAN CROSSING WILL BE EXPECTED AT NIGHT, LIGHTING OF THE PEDESTRIAN CROSSING SHOULD BE PROVIDED IN ACCORDANCE WITH AS/NZS1158.4, IN ACCORDANCE WITH AS1742.10 AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES - PART 10: PEDESTRIAN CONTROL AND PROTECTION AND CITY PLAN 2014, INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY, SECTION 9.3.5.2 PEDESTRIAN FACILITIES.
10. CONSIDERATION SHOULD BE GIVEN FOR ILLUMINATION REQUIREMENT FOR LATMS IN ACCORDANCE WITH CITY PLAN 2014, INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY, SECTION 9.3.5.5 - LIGHTING OF LOCAL AREA TRAFFIC MANAGEMENT DEVICES) AND AS/NZS1158.3.1 PUBLIC LIGHTING FOR ROADS AND PUBLIC SPACES - PART 3.1 - PEDESTRIAN AREA (CATEGORY P) LIGHTING - PERFORMANCE AND DESIGN REQUIREMENTS (4.5 LOCAL AREA TRAFFIC MANAGEMENT DEVICES)
11. PEDESTRIAN FENCING TO BE GALVANISED WELDMESH, AS PER BSD-7002 OR AS SPECIFIED.
12. NO STOPPING RESTRICTIONS TO BE DELINEATED BY YELLOW 'NO STOPPING' EDGE LINE. EXTENT OF RESTRICTIONS TO BE DETERMINED AS PER 'CROSSING SIGHT DISTANCE' TABLE (REFER BSD-5259).
13. WIDTH FROM REFUGE ISLAND TO KERB - 4.5m DESIRABLE (3.1m MINIMUM).
14. LANE WIDTH PAST REFUGE (TO EDGE LINE) - 3.1m (MINIMUM).
15. PREFERRED LOCATION FOR BUS STOPS ARE ON DEPARTURE SIDE OF PEDESTRIAN CROSSING.
16. WIDTH BETWEEN PEDESTRIAN FENCING TO BE REDUCED TO 1.4m FOR USE WITH 2.0m ISLANDS.
17. REFER REFERENCE SPECIFICATION FOR ENGINEERING WORKS S155 ROAD PAVEMENT MARKINGS FOR TYPE 1 COLOURED PAVEMENT TREATMENT SPECIFICATION.
18. FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201.
19. TGSi TO BE INSTALLED AS PER BSD-5218 AND IN ACCORDANCE WITH AS1428. 'DESIGN FOR ACCESS AND MOBILITY'.
20. ALL DIMENSIONS IN METRES (U.N.O.).



SETOUT DETAIL

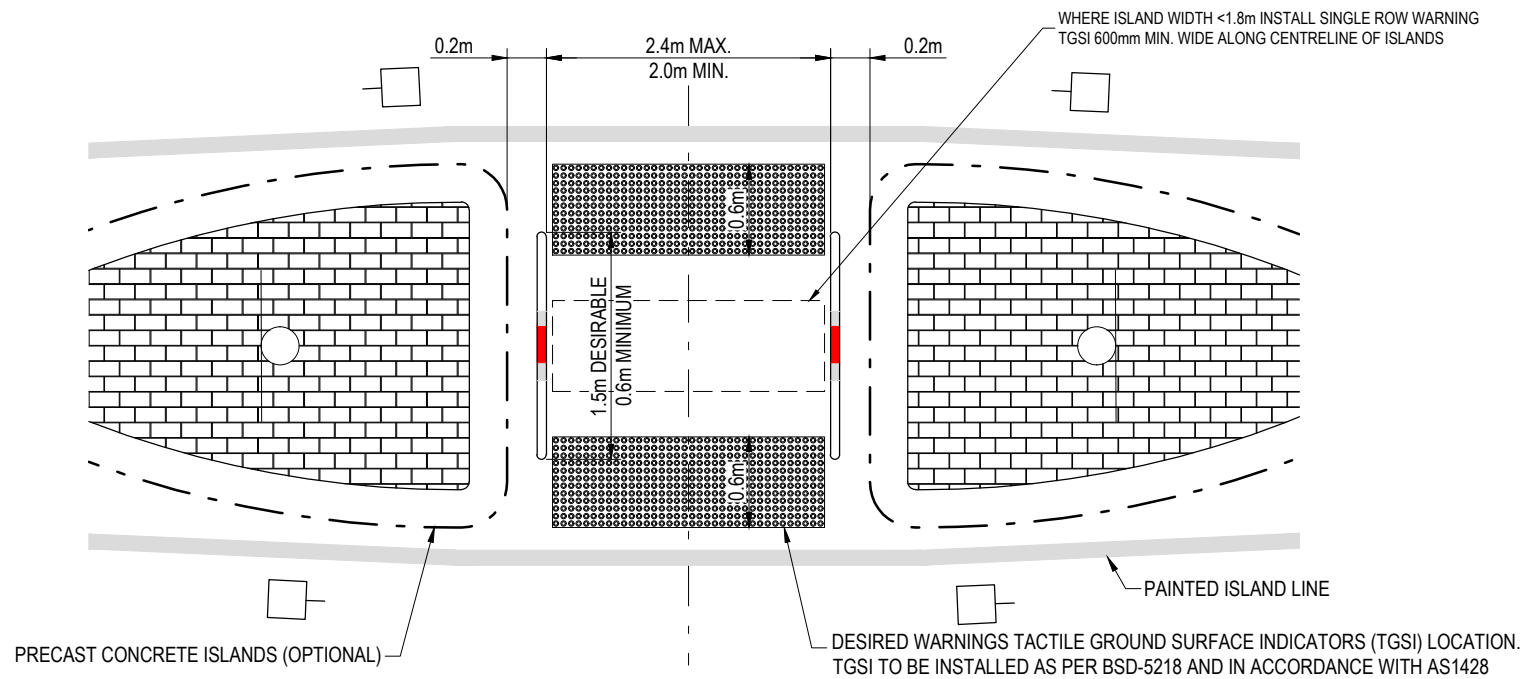
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BRISBANE CITY COUNCIL STANDARD DRAWING

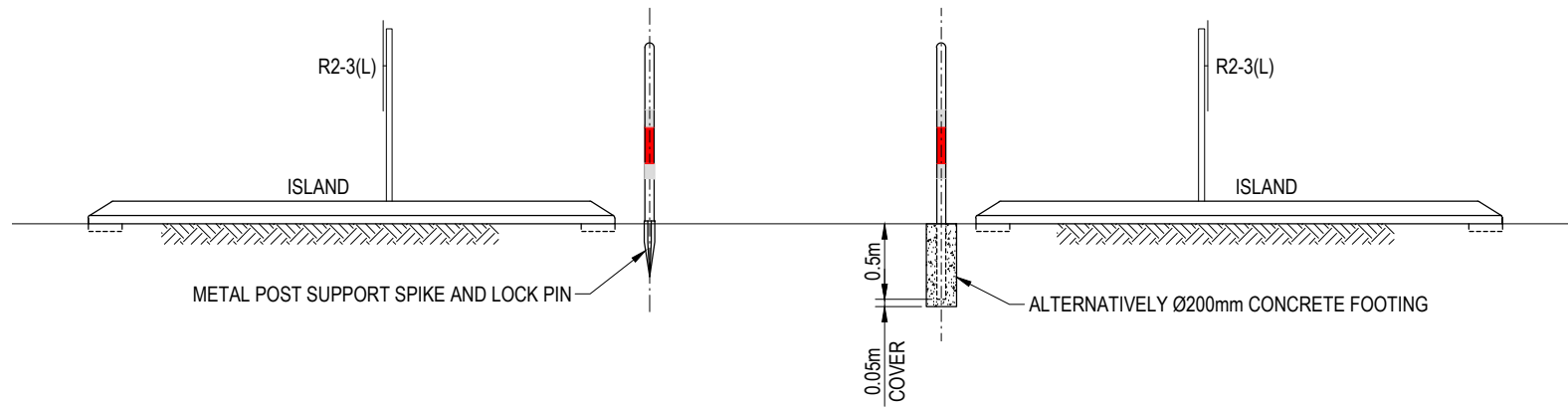
PEDESTRIAN REFUGE
PROVISION AT ZEBRA CROSSING

PUBLISH DATE		JUN 2023
SCALE		NOT TO SCALE
DRAWING NUMBER		BSD-5258
ORIGINAL SIZE	REVISION	
A3	C	

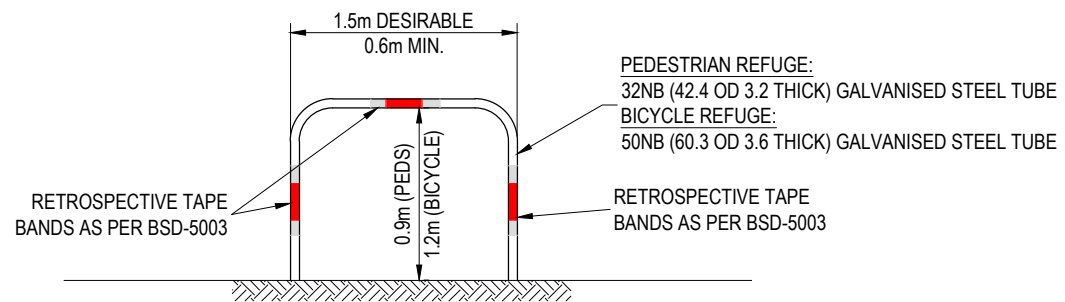


PLAN

(FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201)



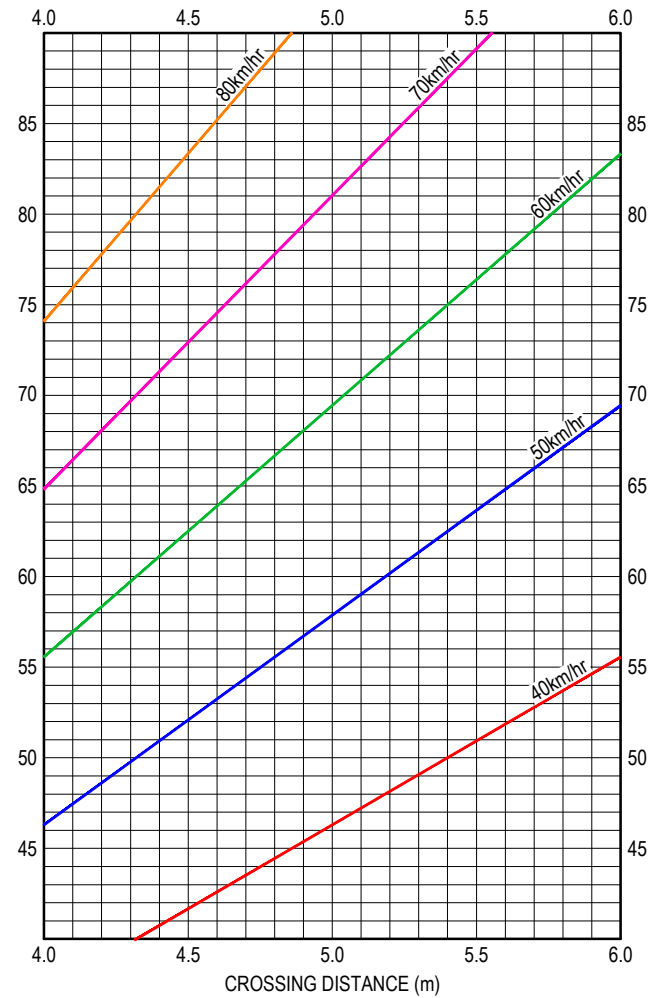
SECTION



HANDRAILS TO BE GALVANISED TUBE ROLLFORMED FROM ONE PIECE OF PIPE IN ACCORDANCE WITH AS 1163

ELEVATION

PEDESTRIAN REFUGE:
32NB (42.4 OD 3.2 THICK) GALVANISED STEEL TUBE
BICYCLE REFUGE:
50NB (60.3 OD 3.6 THICK) GALVANISED STEEL TUBE



CROSSING SIGHT DISTANCE (CSD) FOR PEDESTRIAN REFUGE

Source: Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections (2017), Section 3.3

$$CSD = L \times (V/3.6)$$


CSD = sight distance required for a pedestrian to safely cross the roadway

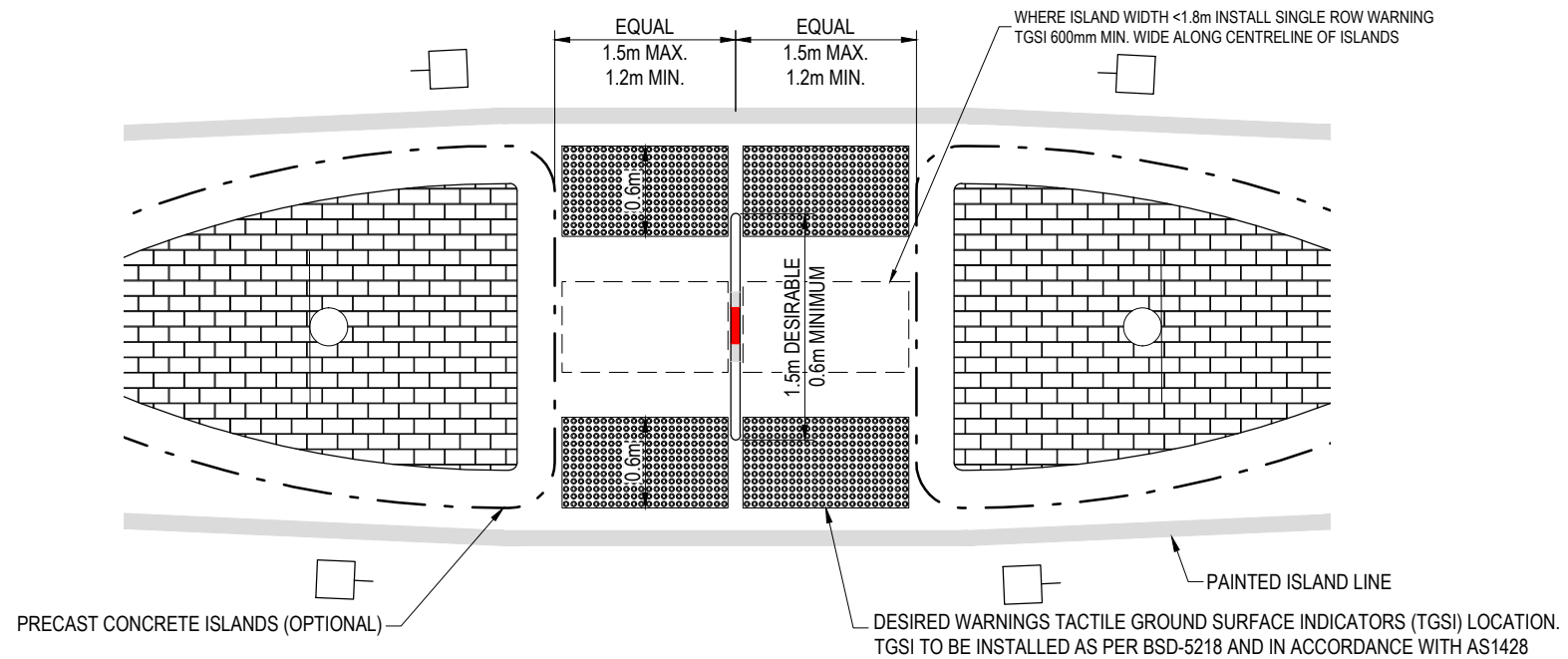
t_c = critical safe gap (sec) = (crossing length/walking speed)

Walking speed assumed 1.2m/s

V = 85th percentile approach speed (km/h).

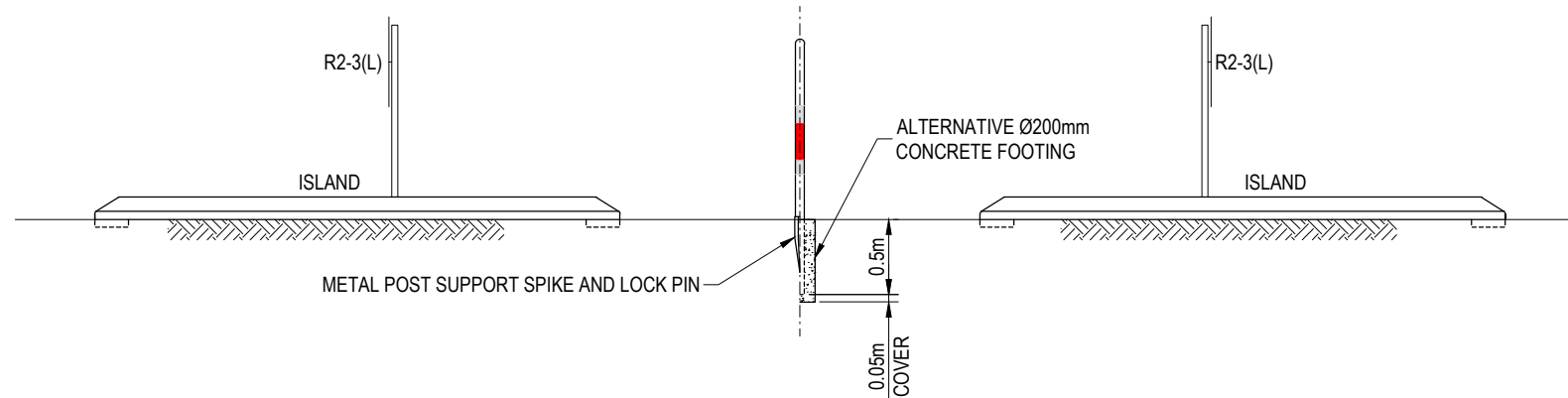
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	BRISBANE CITY COUNCIL STANDARD DRAWING		PUBLISH DATE	MAr '21
	ROAD NETWORK GUIDELINES PEDESTRIAN REFUGE - SUPPLEMENTARY DETAILS - SHEET 1 OF 2		SCALE	NOT TO SCALE
			DRAWING NUMBER	BSD-5259
	ORIGINAL SIZE	A3	REVISION	B

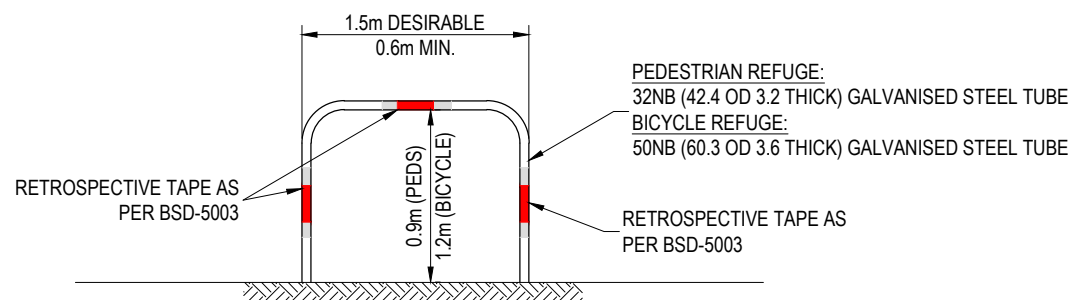


PLAN - ALTERNATIVE RAIL LOCATION

(FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201)

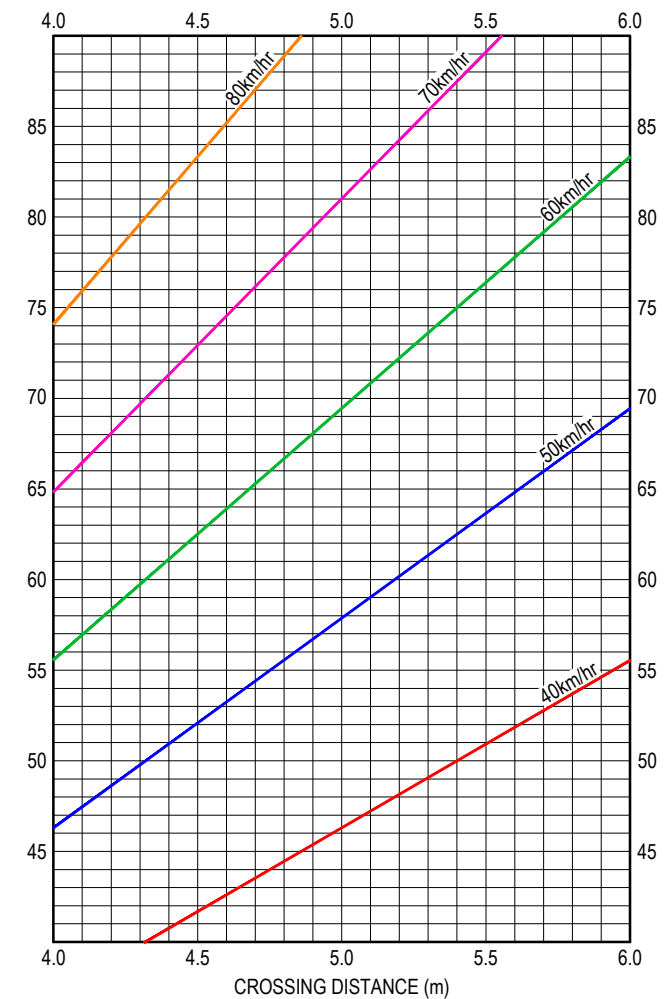


SECTION - ALTERNATIVE RAIL LOCATION



HANDRAILS TO BE GALVANISED TUBE ROLLFORMED FROM ONE PIECE OF PIPE IN ACCORDANCE WITH AS1163

ELEVATION



CROSSING SIGHT DISTANCE (CSD) FOR PEDESTRIAN REFUGE

Source: Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections (2017), Section 3.3

$$(CSD = t_c \times (V/3.6))$$

CSD = sight distance required for a pedestrian to safely cross the roadway

$$t_c = \text{critical safe gap (sec)} = (\text{crossing length} / \text{walking speed})$$

Walking speed assumed 1.2m/s

V = 85th percentile approach speed (km/h).

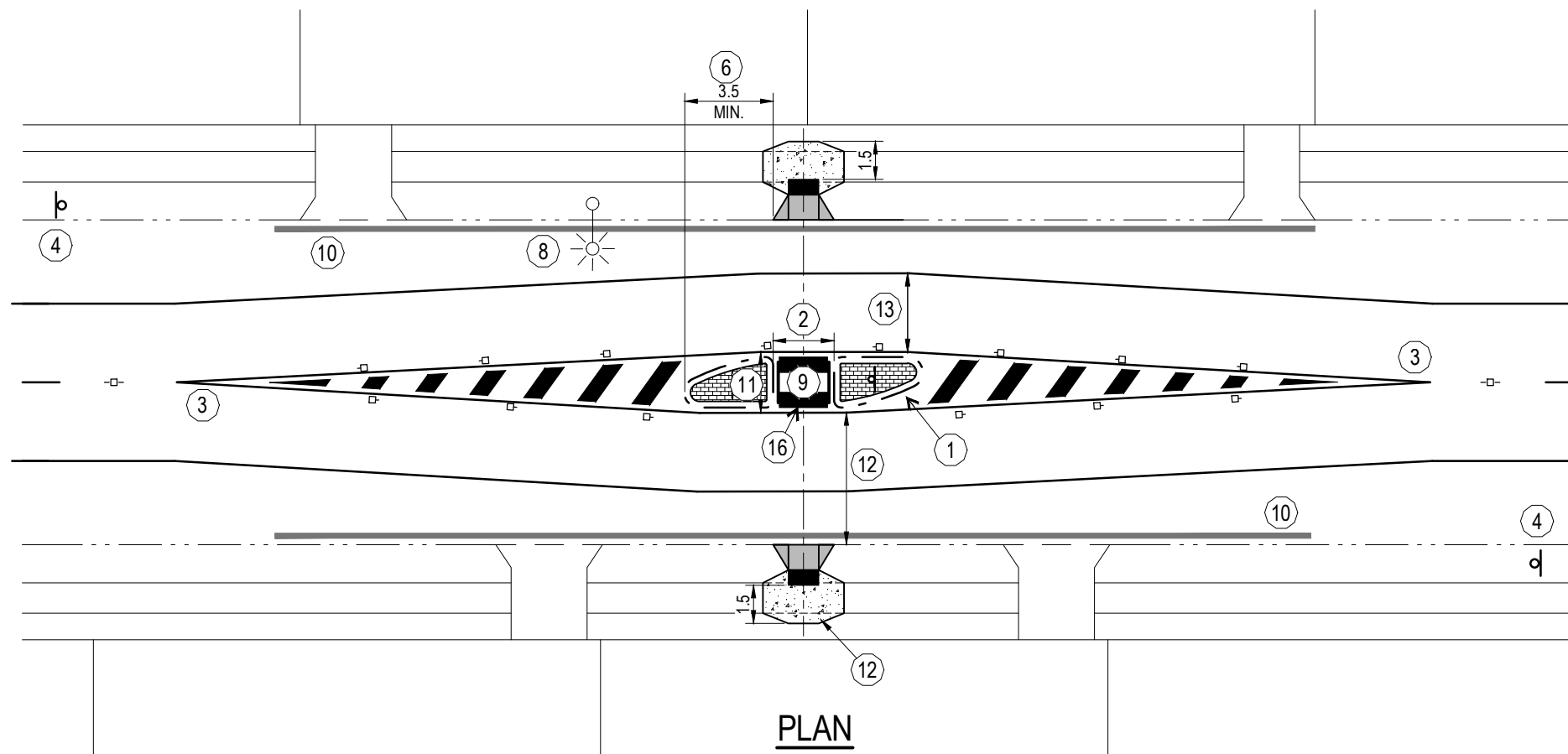
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BRISBANE CITY COUNCIL STANDARD DRAWING

ROAD NETWORK GUIDELINES
PEDESTRIAN REFUGE - SUPPLEMENTARY
DETAILS - SHEET 2 OF 2

PUBLISH DATE		Mar '21
SCALE		NOT TO SCALE
DRAWING NUMBER		BSD-5259
ORIGINAL SIZE	REVISION	
A3	B	



NOTE:
THIS DRAWING IS NOT TO BE APPLIED TO NEW ROADS IN GREENFIELD AREAS WITH CARRIAGEWAY WIDTHS OF 5.5m OR 7.5m

NOTES:


1. PRECAST TRAFFIC ISLANDS AS PER BSD-2061 TO BE USED AT PEDESTRIAN REFUGES.
 - DESIRABLE WIDTH 2.4m.
 - DESIRABLE MINIMUM WIDTH 2.0m.
 - ABSOLUTE MINIMUM WIDTH 1.5m.
2. SPACING BETWEEN ISLANDS TO BE 2.0m MINIMUM. SPACING TO BE INCREASED TO 2.4m AT BICYCLE CROSSING FACILITIES, OR WHERE HOLDING RAILS REQUIRED (REFER NOTE 10). REFER BSD-5232 FOR ISLAND DETAILS.
3. FOR LENGTH OF PAINTED ISLAND TAILS, REFER TO 'TAIL LENGTH TABLE'. RRPM'S AT 5.0m SPACING.
4. WARNING SIGNAGE W6-1/W8-25 REQUIRED AT ISOLATED REFUGES, 60-80m IN ADVANCE OF REFUGE ISLANDS.
5. CONSTRUCT KERB RAMPS AS PER BSD-5231, WITH CONNECTION TO EXISTING CONCRETE FOOTPATH. PROVIDE 1.0m TAPERS/FLARES TO FOOTPATH. PROVIDE A MINIMUM OF 1.5m OF CONCRETE FOOTPATH BEHIND BACK OF TGS.
6. LENGTH OF REFUGE ISLAND MAY BE REDUCED TO 2.0m MINIMUM TO ALLOW FOR VEHICLE MOVEMENTS AT PROPERTY ACCESS OR AT INTERSECTIONS.
7. KEEP LEFT SIGNS MAY BE MOUNTED ON SPECIAL HANDRAIL ASSEMBLY WHERE SPECIFIED (REFER BSD-5259).
8. CONSIDERATION SHOULD BE GIVEN FOR ILLUMINATION REQUIREMENT FOR LATMS IN ACCORDANCE WITH CITY PLAN 2014, INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY, SECTION 9.3.5.5 - LIGHTING OF LOCAL AREA TRAFFIC MANAGEMENT DEVICES AND AS/NZS1158.3.1 PUBLIC LIGHTING FOR ROADS AND PUBLIC SPACES - PART 3.1 - PEDESTRIAN AREA (CATEGORY P) LIGHTING - PERFORMANCE AND DESIGN REQUIREMENTS (4.5 LOCAL AREA TRAFFIC MANAGEMENT DEVICES)
9. PEDESTRIAN HANDRAILS, 0.9m HIGH, TO BE INSTALLED WHERE REQUIRED. BICYCLE HANDRAILS, 1.2m HIGH TO BE INSTALLED AT BICYCLE CROSSING FACILITIES. (REFER BSD-5259 FOR DETAILS).
10. NO STOPPING RESTRICTIONS TO BE DELINEATED BY YELLOW 'NO STOPPING' EDGE LINE. EXTENT OF RESTRICTIONS TO BE DETERMINED AS PER 'CROSSING SIGHT DISTANCE' GRAPH (REFER BSD-5259).
11. WIDTH OF REFUGE (BETWEEN PAINTED ISLAND LANES) TO BE 2.4m MINIMUM FOR PEDESTRIANS AND 2.8m FOR BICYCLE USE.
12. WIDTH FROM REFUGE ISLAND TO KERB - 4.2m DESIRABLE (3.1m MINIMUM).
13. LANE WIDTH PAST REFUGE (TO EDGE LINE) - 3.1m (MINIMUM).
14. FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201.
15. THIS DRAWING TO BE READ IN CONJUNCTION WITH AS1742.10 AND THE QUEENSLAND MANUAL OF OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 10 (HARMONISED).
16. TACTILE GROUND SURFACE INDICATORS (TGS) TO BE INSTALLED AS PER BSD-5218 AND IN ACCORDANCE WITH AS1428. 'DESIGN FOR ACCESS AND MOBILITY'.
17. ALL DIMENSIONS IN METRES (U.N.O.).

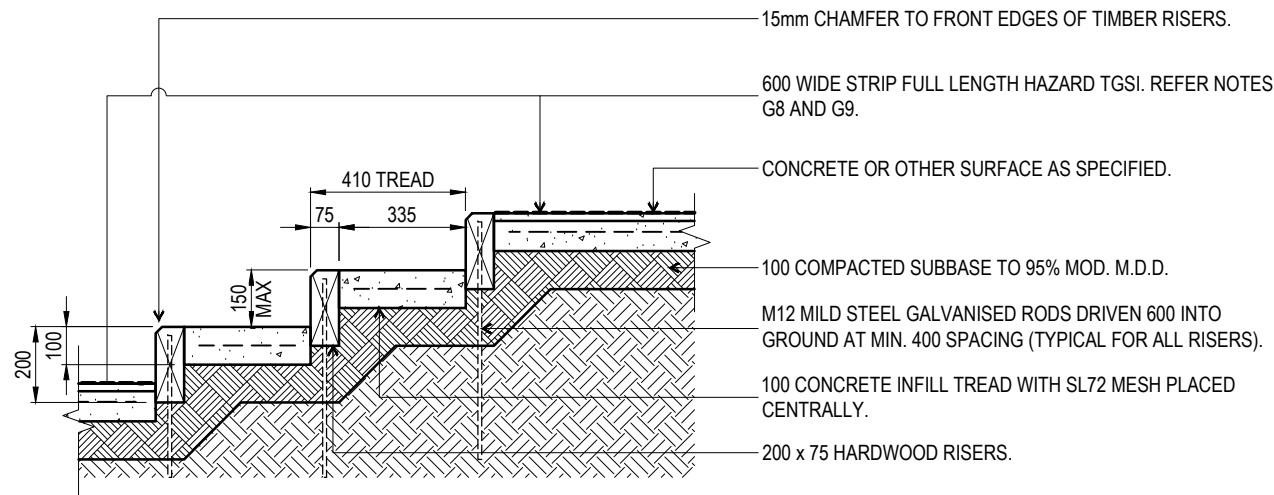
**MID BLOCK
TAIL LENGTH TABLE**

ISLAND WIDTH (m)	SPEED (Km/h)					
	20	30	40	50	60	70
1.0	6	8	11	14	19	23
1.5	8	11	15	19	26	31
2.0	10	14	19	24	33	39
2.4	11	17	22	28	39	45
3.0	13	20	27	34	47	55

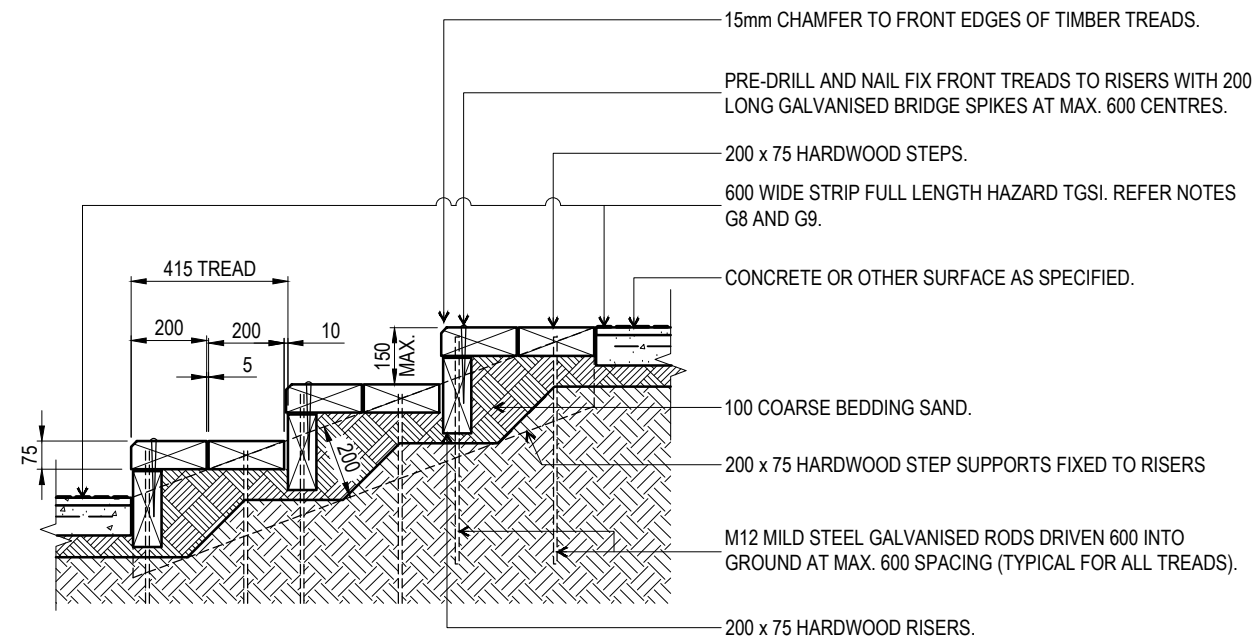
NOTE
DATA IN TABLE APPLY ONLY TO ISLANDS LOCATED CENTRALLY ON ROAD CENTRELINE. LENGTH MAY BE VARIED TO SUIT SITE CONDITIONS WITH APPROVAL OF COUNCIL ASSET OWNER.

THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED DESIGNER AND/OR REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).

	BRISBANE CITY COUNCIL STANDARD DRAWING		PUBLISH DATE JUN 2023
	PEDESTRIAN REFUGE GENERAL DESIGN CRITERIA		SCALE NOT TO SCALE
			DRAWING NUMBER BSD-5260
	ORIGINAL SIZE A3	REVISION G	



CONCRETE & TIMBER STEPS - SECTION



TIMBER STEPS - SECTION

GENERAL NOTES & SPECIFICATIONS

- G1. ENSURE STEPS ARE LOCATED IN ACCORDANCE WITH DETAILED LANDSCAPE PLAN AND PARKS CHAPTER OF INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY.
- G2. AUSTRALIAN STANDARDS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE REFERENCED AUSTRALIAN STANDARDS EXCEPT WHERE VARIED BY SPECIFICATIONS AND/OR DRAWINGS.
- G3. MATERIAL CHOICES ARE TO BE DETERMINED ON THE GROUNDS OF SUSTAINABILITY, LOW MAINTENANCE, VANDAL RESISTANCE, PRODUCT AVAILABILITY AND SUITABILITY TO THE CLIMATIC CONDITIONS. MATERIALS ARE TO BE LOCALLY SOURCED.
- G4. ENSURE STEPS ARE CLEANED OF CONCRETE SLURRY OR SPRAY WHEN INSTALLED TO PREVENT STAINING OR DAMAGE TO APPLIED FINISHES.
- G5. COLOUR SELECTION IN ACCORDANCE WITH STANDARD BCC CORPORATE COLOUR PALETTE (& AS2700 EQUIVALENT).
- G6. FOR HANDRAIL REQUIREMENTS TO STEPS, REFER TO AUSTRALIAN STANDARDS FOR ACCESS & MOBILITY (AS1428).
- G7. REFER TO THE 'A CITY FOR EVERYONE: INCLUSIVE BRISBANE PLAN 2019-2029' FOR FURTHER INFORMATION WHEN PLANNING AND DESIGNING THE BUILT ENVIRONMENT TO REASONABLY CONSIDER ACCESS AND INCLUSION FOR ALL WHERE APPROPRIATE.
- G8. TACTILE GROUND SURFACE INDICATORS (TGS) IN ACCORDANCE WITH AS/NZS1428.4 DESIGN FOR ACCESS AND MOBILITY.
- G9. TGS TYPE/MATERIAL AND INSTALLATION AS PER BSD-5218.
- G10. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

FIXTURES/FITTINGS & METAL WORK NOTES

- F1. ALL WORKMANSHIP AND MATERIAL SHALL BE IN ACCORDANCE WITH AS4100 & AS/NZS1554.
- F2. ALL FIXTURES/FITTINGS UNLESS SPECIFIED ARE TO BE HOT DIPPED GALVANISED UNLESS IN VICINITY OF SALTWATER/SPRAY, ENSURE ALL FASTENERS SHALL BE STAINLESS STEEL. PLASTIC SEPARATORS SHALL BE PROVIDED TO AVOID CONTACT BETWEEN DISSIMILAR MATERIALS. STAINLESS STEEL GRADE 316 TO BE USED. WHERE POSSIBLE ALL FIXINGS TO BE TAMPER/VANDAL PROOF TO MINIMISE DAMAGE OR THEFT.

CONCRETE WORK NOTES

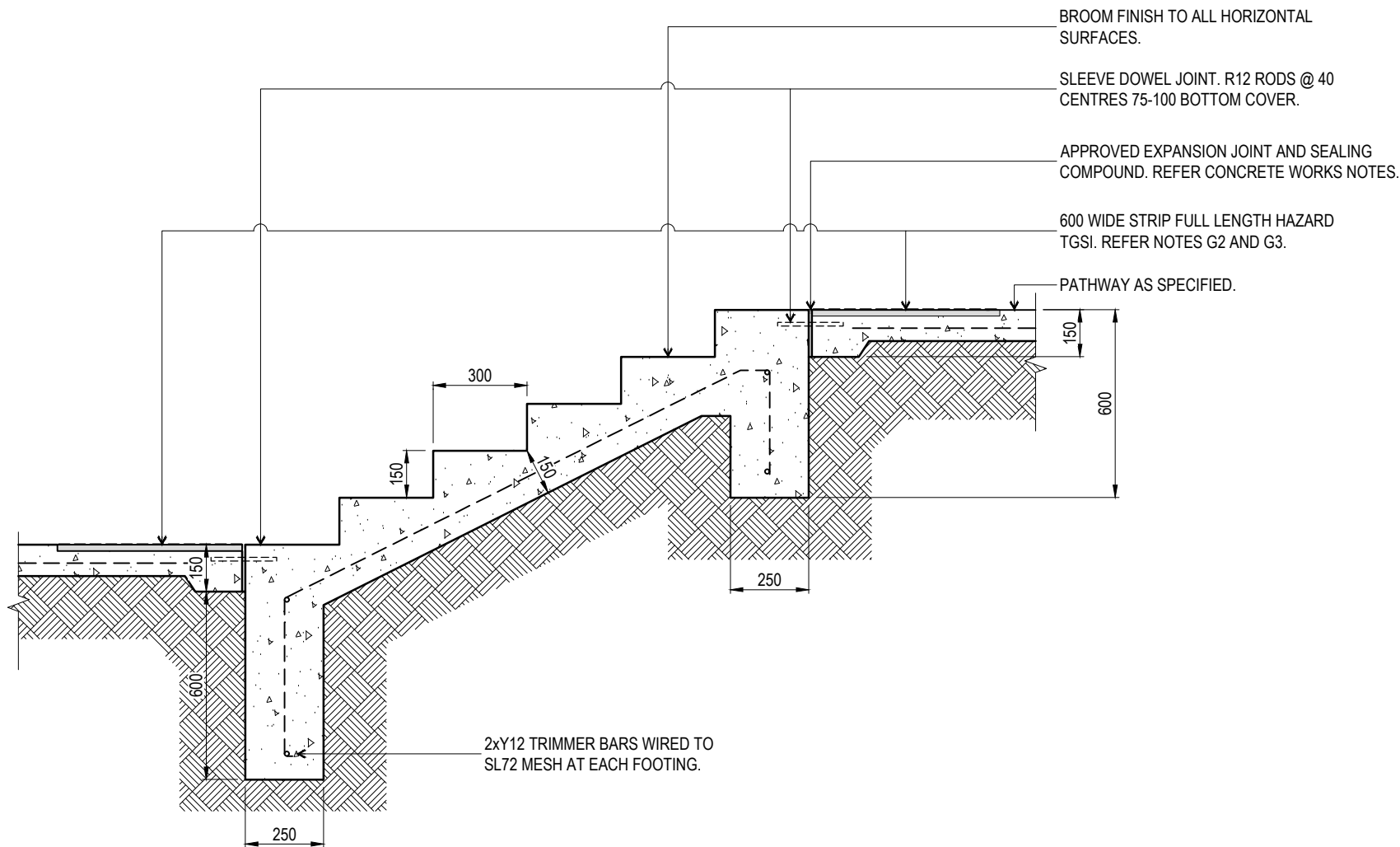
- C1. ALL WORKMANSHIP AND MATERIAL SHALL BE IN ACCORDANCE WITH AS3600.
- C2. ALL CEMENT TO BE TYPE GP OR GB TO AS3972 UNLESS SPECIFIED OTHERWISE.
- C3. NORMAL AGGREGATE SIZE TO BE 20MM, SLUMP TO BE NOT GREATER THAN 80mm.
- C4. AT A MINIMUM ALL CONCRETE TO BE GRADE N25. CONCRETE SHALL BE NORMAL CLASS CONCRETE UNLESS DIRECTED OTHERWISE. N25 SHALL MEAN NORMAL CLASS CONCRETE WITH A 28 DAY CHARACTERISTIC STRENGTH OF 25MPa. CONCRETE MIX DESIGN SHALL BE SUBMITTED TO THE SITE SUPERINTENDENT FOR APPROVAL FIVE (5) DAYS PRIOR TO ORDERING.
- C5. ALL CONCRETE TO BE BROOM FINISHED 100 MIN. THICKNESS FOR TREADS. ALL CONCRETE WORKS TO BE REINFORCED MIN. SL72 MESH PLACED CENTRALLY (ENSURE MIN. TOP COVER OF 50).
- C6. FOR SLIP RESISTANCE REQUIREMENTS, REFER REFERENCE SPECIFICATIONS FOR ENGINEERING WORK S155 ROAD PAVEMENT MARKING.

TIMBER NOTES

- T1. TIMBER SHOULD BE SOURCED FROM LEGAL AND SUSTAINABLE SOURCES. TIMBERS ARE CONSIDERED ACCEPTABLE WHERE THERE IS A HIGH DEGREE OF CERTAINTY THAT THEY ARE FROM FORESTS, EITHER NATIVE OR PLANTATION, THAT ARE LEGALLY HARVESTED AND SUSTAINABILITY MANAGED. THE CONTRACTOR IS TO SUBMIT EVIDENCE THAT THE TIMBER HAS BEEN OBTAINED FROM A LEGAL AND SUSTAINABLE SOURCE.
- T2. ALL TIMBER TO BE ACQ PRESSURE TREATED OR TANALITH E (COPPER AZOL) TO AS1608 TREATED ROUGH SAWN APPEARANCE GRADE HARDWOOD OF ONE SPECIES.
- T3. ALL EXPOSED EDGES TO RECEIVE MIN. 5mm WIDE ARRIS.
- T4. PRIOR TO INSTALLATION, ALL CUTS, EDGES, JOINTS TO RECEIVE LIBERAL COATINGS WITH AN APPROVED TIMBER PRESERVATIVE
- T5. ALL TIMBER IN CONTACT WITH GROUND TO BE PRESERVATIVE TREATED TO HAZARD CLASS H5 TO AS1604 AND HAVE A DURABILITY CLASS 1 OR 2 TO AS5604.
- T6. ALL TIMBER TO BE FREE OF KNOTS, SPLINTERS, CRACKS OR ANY MAJOR DEFECT.
- T7. TIMBER PRESERVATIVES - WHERE NO FINISH SPECIFIED, ALL TIMBER TO RECEIVE 3 No COATS OF CLEAR APPROVED TIMBER PRESERVATIVE SUCH AS COPPER NAPHTHENATE OIL (FOR ABOVE GROUND USE) AND COPPER NAPHTHENATE EMULSION (FOR BELOW GROUND USE) - COAT ENTIRE BOLLARD PRIOR TO PLACING. COLOUR SELECTION WHERE APPLICABLE IN ACCORDANCE WITH STANDARD CORPORATE COLOUR PALETTE.
- T8. ALL CONCRETE TREADS TO HAVE 1:50 MINIMUM FALL AWAY FROM RISERS.

THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHALL BE ASSESSED AND ACCEPTED BY A SUITABLY QUALIFIED REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).

	BRISBANE CITY COUNCIL STANDARD DRAWING		PUBLISH DATE Mar '21
	STEPS CONCRETE AND TIMBER		SCALE 1:20
			DRAWING NUMBER BSD-5282
	ORIGINAL SIZE A3	REVISION C	



CONCRETE STEPS - SECTION

GENERAL NOTES

- G1. ENSURE STEPS ARE LOCATED AND LANDSCAPED IN ACCORDANCE WITH DETAILED LANDSCAPE PLAN, AND SUBDIVISION AND DEVELOPMENT GUIDELINES.
- G2. TACTILE GROUND SURFACE INDICATORS (TGS) IN ACCORDANCE WITH AS/NZS1428.4 DESIGN FOR ACCESS AND MOBILITY.
- G3. TGS TYPE/MATERIAL AND INSTALLATION AS PER BSD-5218.
- G4. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).


CONCRETE WORKS

- C1. AT A MINIMUM ALL CONCRETE TO BE GRADE N25 BROOM FINISHED 125 MIN. THICKNESS. ALL CONCRETE WORKS TO BE REINFORCED MIN. SL72 MESH. ENSURE MIN. COVER OF 50 TO ALL SIDES.
- C2. FOR SLIP RESISTANCE REQUIREMENTS, REFER REFERENCE SPECIFICATIONS FOR ENGINEERING WORK S155 ROAD PAVEMENT MARKING.
- C3. ALL STEPS TO HAVE 1:50 MINIMUM FALL AWAY FROM RISE.
- C4. CONTRACTION JOINTS AS A GUIDE LOCATED @ 1.5m CENTRES. JOINT TO BE SAW CUT 6mm WIDE X 1/3 DEPTH DEEP WITHIN 4-12 HRS OF 3 PLACEMENT. PLACE MESH CENTRALLY OVER JOINT AND CUT EVERY SECOND BAR OVER JOINT.
- C5. EXPANSION JOINTS (WHERE REQUIRED) AS A GUIDE LOCATED @ 6m CENTRES. JOINT TO BE FULL DEPTH 10mm THICK CLOSED CELL CROSS-LINKED POLYETHYLENE FOAM (85-150KG/m³). SEAL SURFACE OF JOINT WITH 10mm DEEP POLYETHYLENE SEALANT ('SIKAFLEX 1A SILICON' OR EQUIVALENT). LARGER AREAS OF PAVEMENT TO BE REVIEWED BY ENGINEER.
- C6. FOR HANDRAIL REQUIREMENTS TO STEPS, REFER TO AUSTRALIAN STANDARDS AND COUNCIL REQUIREMENTS FOR ACCESS & MOBILITY (AS1428). ALL OTHER PATHWAYS OR PAVEMENT AREAS BEYOND THE STEPS TO COMPLY WITH THESE STANDARDS.

FIXTURES/FITTINGS/METAL WORK

- F1. ALL FIXTURES/FITTINGS UNLESS SPECIFIED ARE TO BE HOT DIPPED GALVANISED. SPECIFY STAINLESS STEEL FIXINGS IN VICINITY OF SALTWATER/SPRAY - ENSURE SEPARATION BETWEEN VARIOUS METALS TO PREVENT METAL CORROSION.
- F2. WHERE POSSIBLE ALL FIXINGS TO BE TAMPER/VANDAL PROOF TO MINIMISE DAMAGE OR THEFT.

THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHALL BE ASSESSED AND ACCEPTED BY A SUITABLY QUALIFIED REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).

	BRISBANE CITY COUNCIL STANDARD DRAWING		PUBLISH DATE Mar '21
	STEPS - CONCRETE		SCALE 1:20
			DRAWING NUMBER BSD-5284
	ORIGINAL SIZE A3	REVISION B	